THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

January 13th—18th, 1983
Volume 18, Number 2

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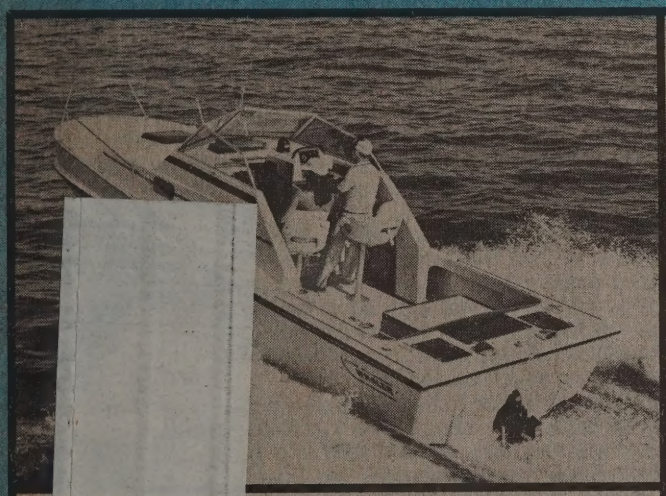

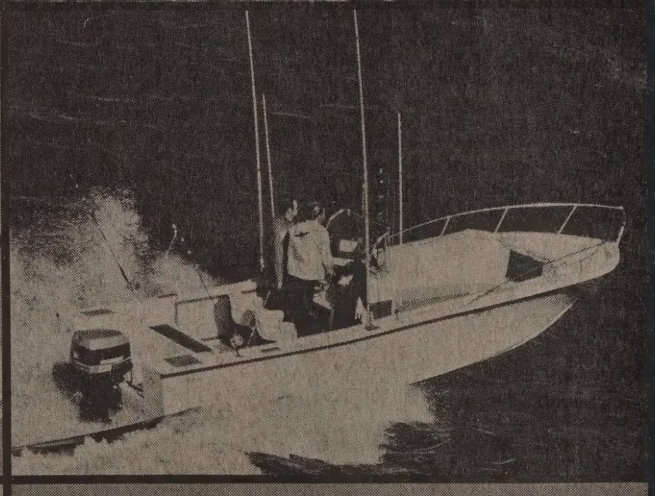

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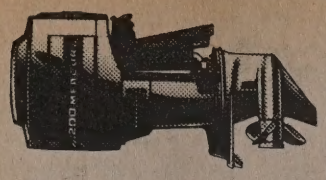

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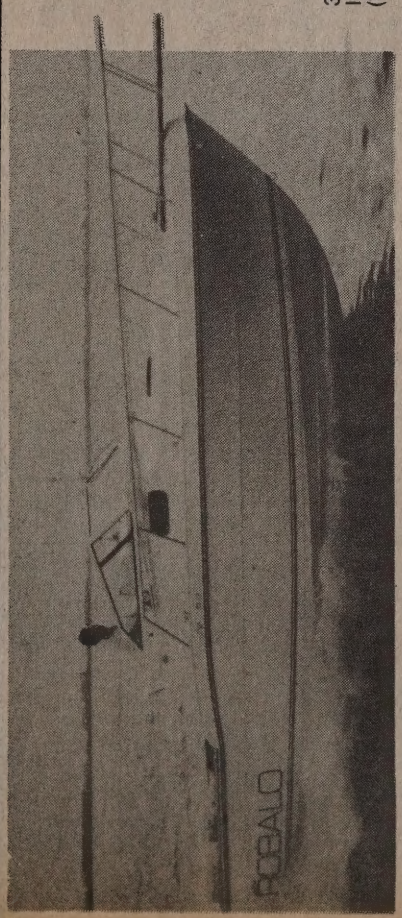

EDITORIAL

NEW LOOK FOR THE 80'S

The past year has witnessed some subtle changes take place within the pages of **The Long Island Fisherman.** Some have been for appearance sake, others were geared towards improving editorial content and a few just seemed to make good sense from a business standpoint. All have been designed to improve the overall quality of the magazine.

Probably the most obvious change, and certainly the one which will catch most readers' eyes first, is the new cover logo which appeared for the first time with last week's issue. Don't be misled by the name change. Despite being called The Long Island Fisherman for the past eighteen years, we have often been referred to as simply "The Fisherman." This change should also eliminate the mistake of many to identify LIF, The New Jersey Fisherman, and The New England Fisherman as independent publications when in fact they are all headed by Long Island's own publishing mogul, Richard Reina. Other regional editions of The Fisherman are already in the works and in fact, a Maryland, DelMarVa edition celebrated its first press run with the start of the new year.

What does all this mean to you, the reader? Without losing touch with local problems and concerns, The Fisherman group is gradually increasing its political clout on a much broader level. When necessary, the resources of The Fisherman Group can be pooled to deal with such topics as coastwide species management and ocean dumping. A strong political voice comes with numbers and as a group, the numbers will be there to deal with expanded regional and national problems of concern to all anglers.

Once you begin thumbing through the pages, you'll notice that our art and production departments have been hard at work improving our appearance. The table of contents page has been streamlined and back yard heads have been given a new look. Their professionalism has been apparent each week with the effort they extend to articles and ad design. You may have already noticed the improved quality of diagrams and maps, the result of having in-house artist, Dan Connor at our disposal.

A major change which occurred during the past year was the elimination of columns from our editorial format. This move has weathered the test of time and since we received nothing but positive feedback on it, we must declare it a success. The immediate effects of this change, which were also the prime motivators of it, were that it permitted a broader range of subject matter as well as a more diversified slate of authors. The new format enabled us to make better use of photos and generally improve the layout of feature articles which many readers have told us has improved the appearance of the magazine tremendously. Back in the days of columns, it was not unusual to find an issue with as few as two feature articles due to space limitations and the balance of content filled with the photo-less copy of columns. If any further support of the move was needed, it came in the form of last year's Reader Survey results (to be covered in an upcoming editorial) which revealed that 37% of our readership preferred feature articles as compared to a 14% rating for weekly columns. For the record, much of the balance went to the fishing report section of the magazine.

This leads us to another fairly significant change which took place at the start of last fishing season. We took those ever popular fishing reports and instituted a new format which we felt would improve their quality and accuracy. Again, the response was overwhelmingly positive with the exception of some minor rumblings from a handful of advertisers who were disturbed that their immediate area was not highlighted by a banner head. We maintained our stand that fishing reports were for our readers first and a courtesy extended our advertisers (whom we do love dearly—make no mistake about it) second. And so the changes stood.

We assigned reporters to cover specific areas on a weekly basis which helped them develop a rapport with the sources in their area along with building a thorough understanding of the fishing grounds in their territory. In most cases, the reporter was assigned that section of the Island in which he does most of his fishing so that his own knowledge of and familiarity with the fishing in that area could be applied to his reports.

Also, giving readers someone to identify with, rather than an authorless jumble of words, added much to the credibility of the reports. After all, the reporter's self-pride was at stake now that he was identified and a little more effort might go into his work, despite the sometimes almost impossible time and deadline restrictions.

Changing the style in which the reports were actually presented made for

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Volume 18, Number 2 January 13th, 1983

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ABOUT THE COVER:

The finest in sport fishing boats will be on display at the New York Coliseum during this years running of the New York National Boat Show (January 15th thru 23rd). The Fisherman staff will be on hand too, so stop by and say hello.

Publisher	Richard Reina
Editor	Fred Golofaro
Managing Editor	William A. Muller
Associate Editor	Al Ristori
Contributing Editor	Pete Barrett
Contributing Editor	Tim Coleman
Production Manager	Richard S. Reina
Art Director	Carolyn Brewer
Advertising Manager	Stu Miller

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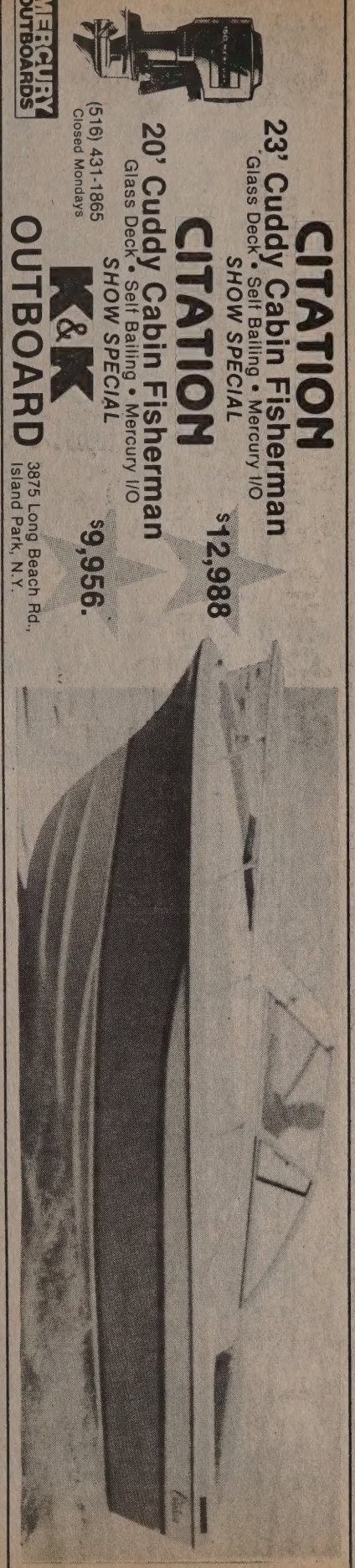

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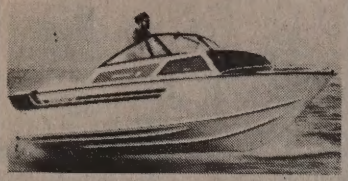

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CHUM LINES

200 MILE LIMIT HAVING AN EFFECT

I have subscribed to The Long Island Fisherman for about three years at my place of business, and I would like to tell you that I enjoy it enormously. It's the first thing that I look for when the mail arrives here on Wednesdays. I read all of the articles, from recipes to fishing forecasts, and most especially enjoy those by Matt Ahern. I have learned a great deal from them, and have consequently become a much better fisherman.

My favorite fishing is for cod, and I would like to tell you about a trip that I took yesterday. It was on the Speedy VI out of Captree, and I have been fishing with Captain Hubert for almost eleven years now. The fishing was quite good, and I finished with ten cod, from six to about 12 pounds. The boat totaled over 100 fish, for about 20 fares. Conditions were near perfect, and significantly, most of the fish were green. Hopefully the fishing will get even better as the water cools. It's gratifying to see the positive effects of the 200 mile limit showing up. I don't have to tell you that in recent years, codfishing on our South Shore hasn't been good, so it looks like we've been saved from the "foreign rapists," as Mr. Ahern so accurately put it recently.

Thank you once again for a truly fine periodical. I recommend it highly to all of my fishing friends. *Tom Wientzen.*

Dear Tom,

Thanks for the kind words and rest assured that you are not alone in the Matt Ahern fan club. It certainly appears that the local codfishing is bouncing back and most experts agree that the 200 mile limit is primarily responsible for the resurgence. Let's hope the trend continues as South Shore skippers are already calling this season's action the best in a long time. Fred Golofaro.

THANKS, BUT WHAT ABOUT MORICHES?

As President of the Moriches Anglers and long time subscriber and avid reader of your paper, I would like to take this opportunity to write and let you know that I totally agree with your editorial in the November 4, 1982 issue concerning the rape of our waters by commercial fishermen, of unethical character.

Being a sport fisherman for many, many years I, too, have recognized the steady decline of a numerous species of fish. I would like to commend you on your stand to allocate more funds for recreational facilities, but I fail to understand why you have never recognized the need to stabilize the Moriches Inlet. This inlet would provide the necessary waterway for the many boats both fishing and pleasure, from the Smith Point's Bridge, to the Westhampton Bridge to have access to the Atlantic Ocean. The Moriches Inlet as it now is, is a navigational hazard which has claimed the lives of many men and boats. The U.S. Coast Guard stationed at Moriches is not permitted to use the inlet; therefore, in case of an emergency valuable time is lost while waiting for assistance from either the Shinnecock or Fire Island Coast Guard. I'm sure you can understand what this delay could mean in regard to both the loss of human life and property.

As a member of the Phase 2 Steering Committee, I would like to invite you or one of your staff to attend one of our meetings, in the hope that our combined efforts will bring about Long Island as a recreation spot for young and old alike. *Mike Contessa, Moriches, NY.*

Many thanks for the kind words. We try to do what we can; sometimes there isn't enough time to do everything that should be done. That's why we always urge readers with a cause to pick up the gauntlet themselves. We need more active citizenry and less apathy. Obviously, you and the members of your fine fishing club are actively involved in the Moriches Inlet Stabilization Project. Your criticism is right on target and we won't shrug it off. We have avoided the issue of inlet stabilization and let us tell you why. We are concerned about open navigation and we are concerned about loss of property. We are also concerned about safety for boaters and swimmers and perhaps even walkers. Therefore, there is a part of us that wants action to stabilize all the inlets. The problem that we have is that we know, from formal training and field experience as a scientist, that we shouldn't be tampering with the inlets at all. That is, nature built up a system from the movement of sand eroded from Montauk to be deposited at Sandy Hook, and indeed, forming Sandy Hook. Eventually an equilibrium was established so that westward lateral drift equalled eastern erosion. Once man began dredging the inlets he accelerated the process—at least in some regions. Then man built groins to retard the drift and then man dredged again and again. We are all aware how much beach has been lost at Coney Island, Jones Beach (some lots), and the banks of the inlets. We have read how during winter, more and more homes out east have been threatened by waves and tides. We have also read how parts of the dune protection against the sea has been almost broken through. Thus we ask, should we dredge and jetty and build groins, or should we let nature do her thing? Which outcome presents the worst circumstances for all the people of Long Island? We don't know, but we do worry about the accelerating rate

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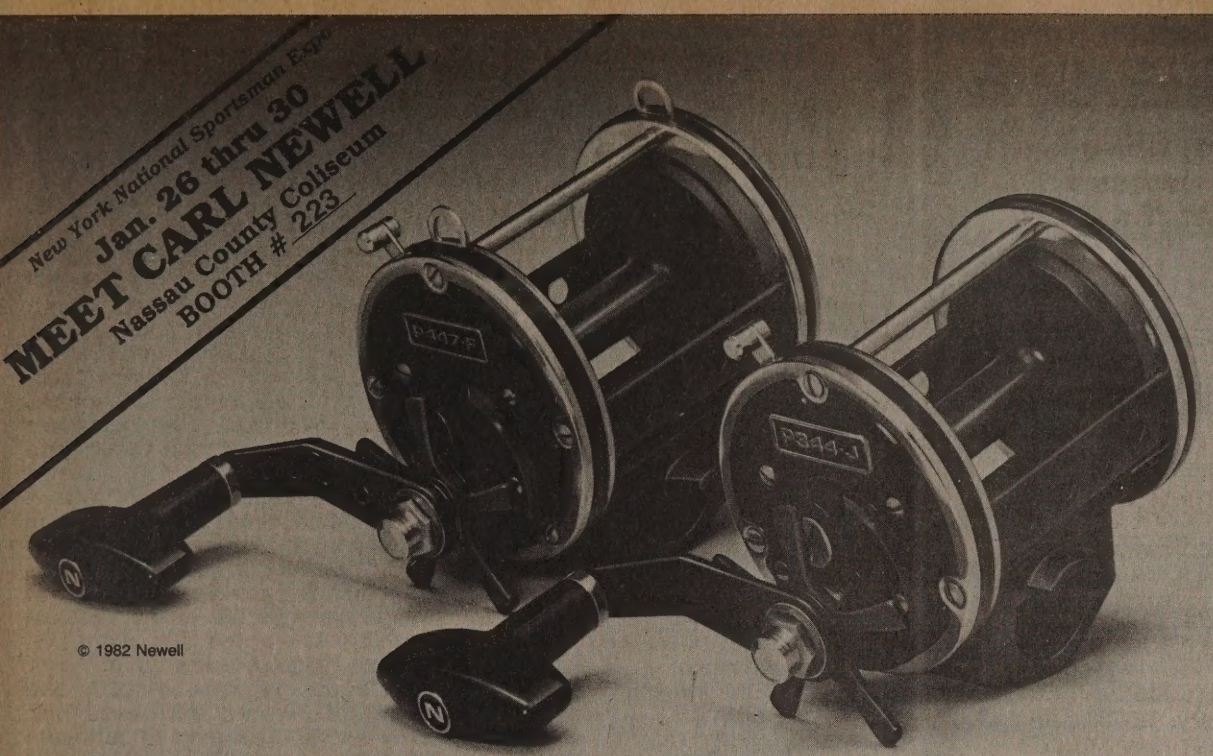

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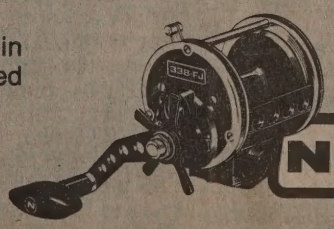

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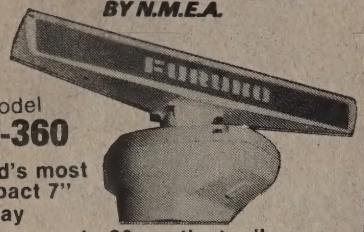

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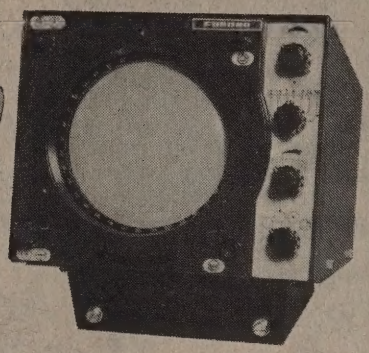

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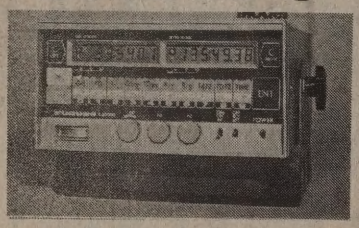

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of erosion. There is no doubt what causes the effects of storms to have a greater impact. So, should we dredge and try to stabilize? We feel for you and your concerns—make no mistake, but we also feel for the thousands who may someday die if Long Island is hit hard by a hurricane with beaches narrower and the dunes in danger. I hope a savior in engineer's clothing comes along soon with the ultimate answer. Dr. W.A. Muller.

CYCLES! ARE WE HEADED FOR A NEW ONE?

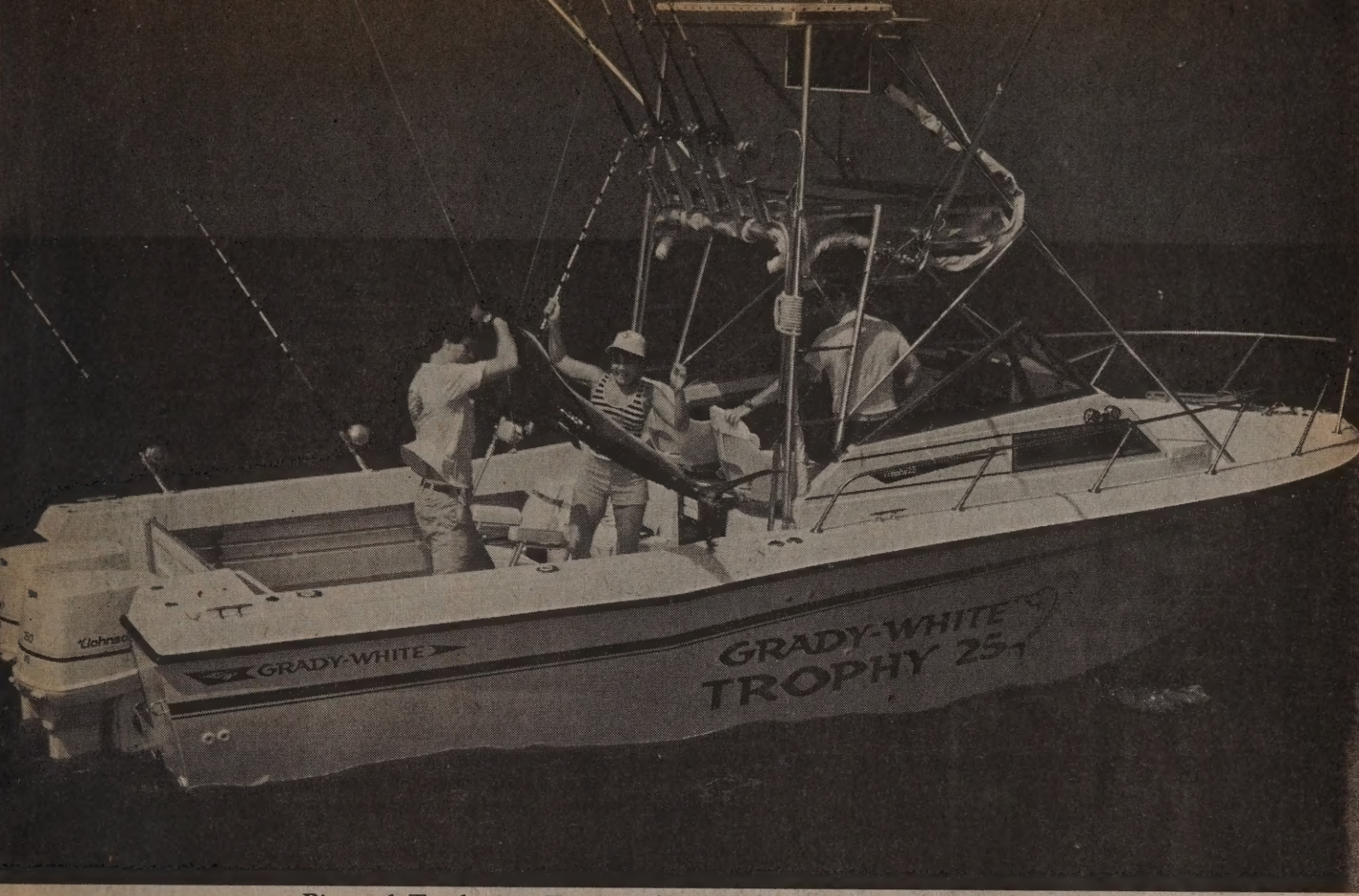
I have always read with interest your articles regarding cycles or periods of abundance and decline of our local game fish. As a fisherman for the past 10 years, I have already experienced the appearance and peaking of the weakfish after many years of absence on our fishing scene. These cycles fascinate me and I was wondering if we are in the midst of another one.

I spend a good deal of time fishing for snappers in late August and September. About three years ago, I noticed a slight decline in abundance and each successive year I have caught fewer snappers. These fish have always been abundant and I would think nothing of catching and releasing 50-100 a day. This year there have been days where three or four hours of fishing have produced two to three snappers! I fish the same spots I always have and use the same methods. Other fishermen I have met report similar results.

There seems to be an abundance of the "cocktail" blues in the one to two pound range. I would guess that these fish are two to three years old. There are also the mature fish, although it seems not as many as in previous years. Have you or any of your staff noticed this situation and if it is true, would this mean that bluefish are on the decline? *Michael Weiss, Bklyn., New York.*

Your letter is extremely timely and we believe your observations are quite accurate. Let's begin with your last observation first.

Yes, there are an awful lot of the small blues in the one to four pound range. The abundance of fish of these sizes is a result of several excellent year classes a few years back. There are so many of these fish that they have been literally everywhere since about the first of june. When surf fishermen have had trouble catching bragging size fish of the big three species, they could almost count on catching the little choppers at any beach and at any time. However, fisheries biologists tell us that the last couple of years blues have not had good spawns. Now, blues were traditionally supposed to go through an 11-year cycle, but the last time that happened was about 1948—or about 34 years ago! Many theories have been advanced to explain this, but none is totally satisfying. Nonetheless, fisheries biologists now tell us that we can expect a significant



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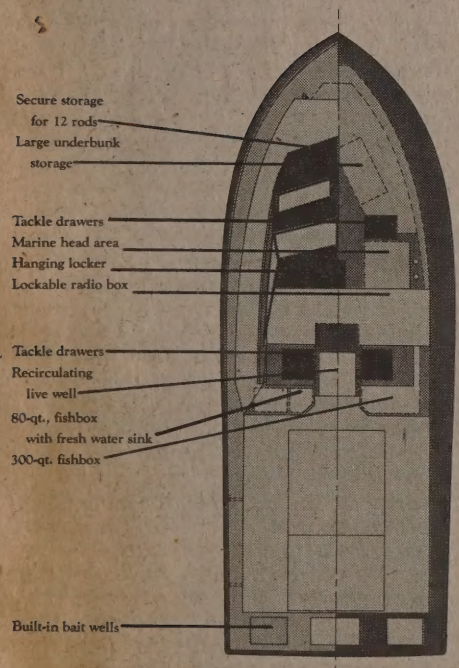

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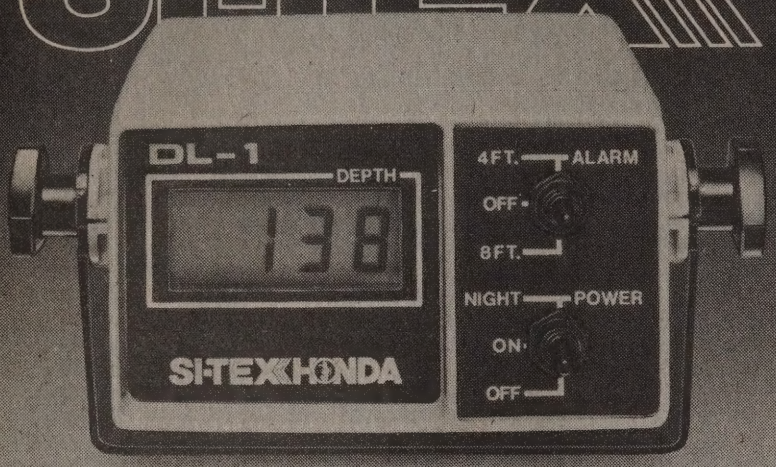

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decline in the amount of bluefish we'll be catching in the years ahead. Theoretically, the abundant small blues should serve us well for about a decade; however, there are several factors that could screw that up royally! First, we do not know which subspecies or race of Atlantic bluefish was responsible for the glut of little choppers. Scientists have theorized that among the various races there is one that grows to a maximum weight of about eight pounds and another that can hit 30 pounds plus—with a corresponding difference in life spans. Recently, we've had great success with "slammers," but which are these little guys? Second, the Fisheries Management Councils (under 200 mile limit law) have dragGED their feet regarding the development of a bluefish management plan. In the two years since work on the plan was begun, the commercial interests and harvest of blues for foreign export has increased sharply, thus it is possible that, just like the great 1970 year class of striped bass, these small choppers may be harvested right up. Even worse, it is possible that when a mangement plan for the species is finally developed, that the plan will be weak, allocate too much bluefish to commercial fishermen, and not protect future dominant year classes. The time is long past for letters written by EACH and EVERYONE OF YOU to your congressman about this deplorable situation. If those letters aren't written and SOON, you can probably kiss the blues goodbye.

On weakfish: Yes, the weakfish have passed the peak of their up cycle and are on the way down. A number of scientist types have disputed this with me, but I hold firm. In evidence, I offer the fact that between 1970 and 1976 or '77, everyone (well, almost) caught plenty of weakfish. They caught them in rental skiffs in Great South Bay and Peconic as well as from party boats, charter boats, and from the beach; and they caught many. In recent years, it has been hard to pull even a couple of weaks from Ocean Beach or the South Race during daylight hours. Beach catches are down, too. Sure, a few areas have enjoyed outstanding weakfishing, but the number of these areas has been declining steadily and the size of the catches has been declining, too. Now, based upon past experience, the great year classes of the early 1970s should have provided us with about 20 to 30 years of very good fishing. If we make it to the mid-1980s with even occasional good catches, we'll be lucky. Why? Again, much like the 1970 year class of bass, overharvesting is the answer. Both recreational and commercial pressure is far greater today than it was after World War II or before the war. It is because of this increased pressure that we have been advocating that sport fishermen release all fish except those few they will eat, and why we have been pushing hard for inshore

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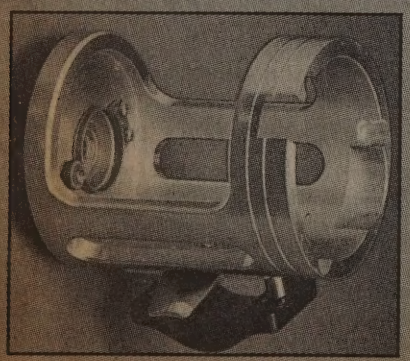

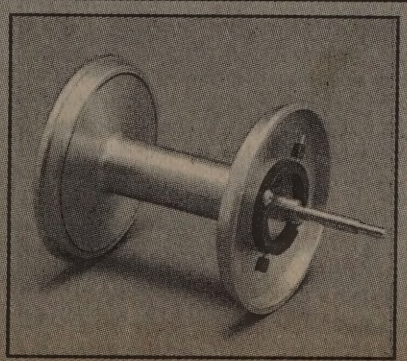

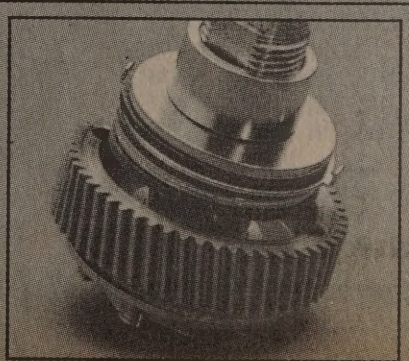

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commercial fishing restrictions. As a final comment, I feel compelled to say that in my opinion if recreational fishermen don't voluntarily change their harvest habits and if strict management plans are not implemented for inshore species, we will see an end to inshore fishing as we've known it by 1990! Dr. W.A. Muller.

WANTS ACTION ON ILLEGAL DUMPING

I am a subscriber to your fine magazine, and I would like your help in solving this problem, which is dumping in lower New York Bay. The exact location of this dump site is at the foot (main entrance) to Pier #12 at Wollcot and Ferry Place in the Red Hook section of Brooklyn. I have observed this site some hundred times and have witnessed this red dye in the water. Its pungent odor, and fumes can be seen rolling out towards the Statue of Liberty or on the incoming tide up the East River. This substance must be killing the fish population of the area. My wife and kids eat these fish! I have made several calls to the EPA to no avail. So please help. *D. Mitarotondo, Bklyn, NY.*

Each year we receive a number of letters from people who witness illegal dumping or suspect its existence. Sometimes what is seen turns out to be a misunderstanding, but more times than not, a reader has seen a genuine violation. The fact that some observations are misleading should not deter anyone from reporting what they see. It is far better to have an aggressive public than an apathetic and reluctant one. In all cases, the place to start your assault on polluters is with our New York State Department of Environmental Conservation in Stony Brook. The number is 516-751-7900. The next step would be your local civic association. One way to get action is to inform your neighbors, who, in turn, may also get upset. If an entire civic association is up in arms, your chances for a concerned response from government is much better. Ask DEC about calling the Army Corps of Engineers and Environmental Protection Agency. Their numbers are in the telephone book. Also contact your assemblymen, state senate and congressmen. Dr. W.A. Muller.

BLUE CLAWS IN THE SOUND?

Some time ago I was fishing Horton's Point when I found a large blue claw crab claw. I know it was fresh because it still had meat in it. Question: I've always crabbed on the South Shore and haven't heard of crabbing on the North Shore. Is there an abundant supply in the Sound? Also, it seemed kind of late in the season to find one. If you have time maybe you could reply in The Fisherman. *Stephen Kellner, Mattituck, NY.*

At one point as a child, I remember our family used to like to go to Sunken Meadow State Park. It was even more beautiful then and far fewer people used the parks because there were no parkways and expressways to take you there. A trip from Queens was quite a pilgrimage. We would eat the picnic area and swim in the Sound later. My father and I liked to walk to the creek at the edge of the picnic area and we would walk this water with a net and basket. Typically, in August, we would net several dozen blue claws. Our largest was an incredible 19 inches across and we have a photo with the crab against a ruler to prove it.

Two years ago I, too, saw a blue claw in the Sound. My point is that we should not be surprised to find them in the Sound because at one time they were there in quantity. Why aren't they abundant now? We really don't know, but if we had to guess we would say it was related to water temperatures. New York is just about the northern edge of the range of the blue claw crab. Several years back it was estimated that more than half of the Great South Bay winter-over crabs were killed when a long cold spell produced ice across the bay that was several feet thick. It occurs to us that there has been a cooling trend the last few decades and meteorologists agree. If we warm up, look for good numbers of crabs in the Sound. Dr. W.A. Muller.

HOW DO I START A FISHING CLUB?

I am writing to you, hopeful that you can give me some information. A few friends and myself are interested in starting a fishing club. In discussing it, we realized we could prevent some mistakes by discussing it with someone familiar with existing clubs. We would appreciate information on rules, charters, dues and tax implications. We would also like to know if it would be necessary to form a corporation and if the club could be considered a non-profit organization. At the start, I am sure we would have only a handful of members and we would not limit ourselves to any one particular type of fish or fishing.

I would appreciate any information you could provide me with or any written material you might have available. Thank you for your time. *Herbert J. Malherb, Floral Park, NY.*

A fishing club can be as complex an organization or as simple as you want it to be. The key factor is always people. If you have a group that wants to organize, then give yourselves a name, decide on a day and week that you'll meet each month, and select a place or places to meet. At your first meeting decide on the club's goals. Depending on the goals, establish officers to lead the club towards those goals. Elect your officers. What follows is a feeling out period. Is the club active? Are there more people interested in joining? Are the goals expanding? Depending upon the answers to these and other questions you will need to make decisions about

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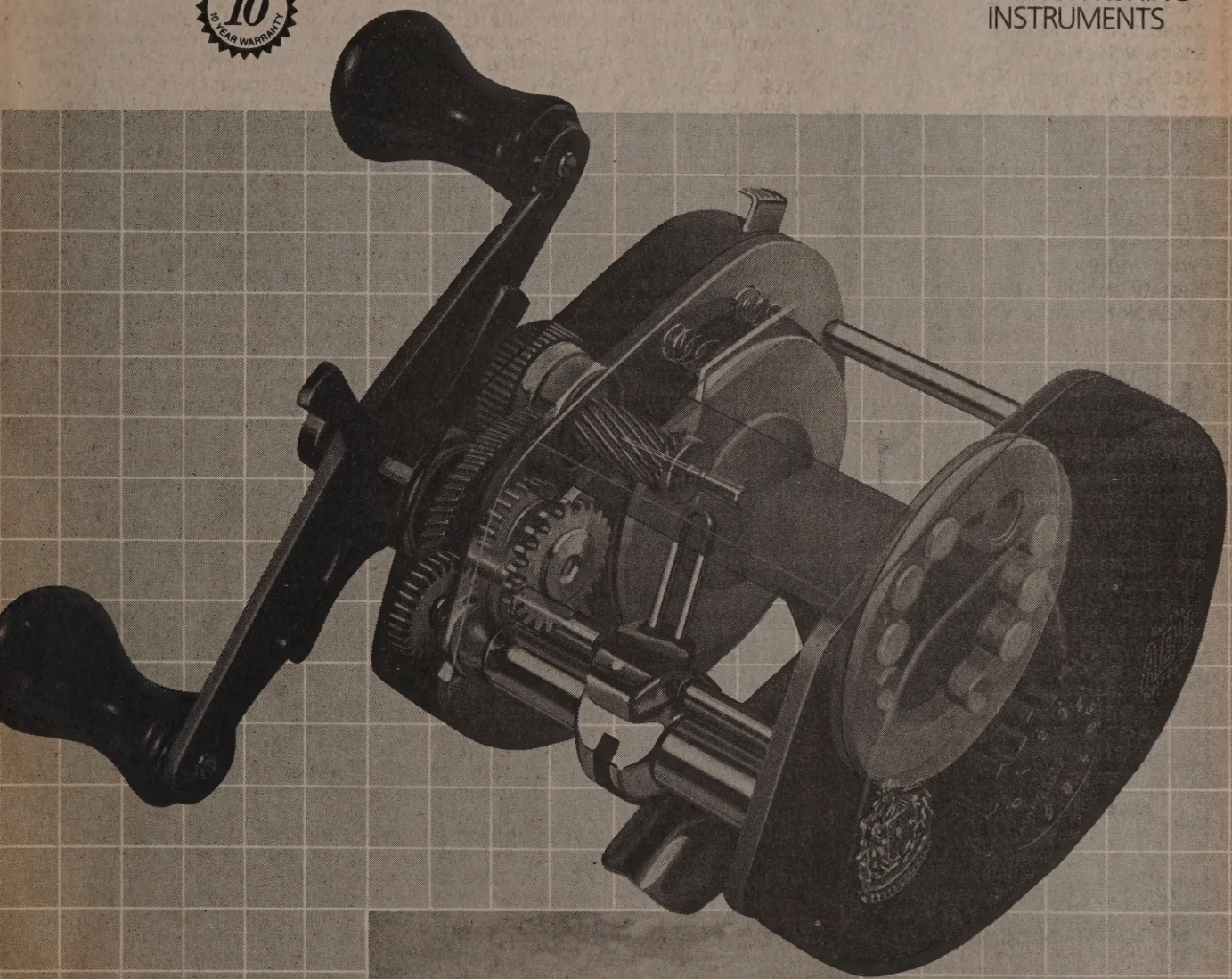

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EVINRUDE — Johnson OUTBOARDS

the future of the club. These decisions probably won't have to be made for about a year. An informal structure will suffice till then. When you are ready, write a constitution. The format of the constitution can be varied, but the goals you set at the outset should be the basis of that document. You can ask people you meet who belong to other clubs for a copy of their constitution for ideas and guidance. By-laws will be next to help run the club from day to day. If the club becomes very active in politics or social activities, it might be a good idea to apply for tax-exempt status through New York State. Obviously, the goals and problems faced by a club of 1000 members are much different than those faced by a club of 10. Thus, the rules and methods of each club need to be molded by those who care most about it. Dr. W.A. Muller.

CHUM LINES CLARIFICATION

On August 19, 1982, The Long Island Fisherman published a "Plea to Tournament Sponsors," requested and written by the Baldwin Rod & Gun Club, Inc. On November 11, 1982 a response was published by the president of Hudson Anglers, Inc., Paul Murray. The membership of the Baldwin Rod & Gun Club, Inc. would appreciate the following text being printed in the "Chum Lines" column, as it clarifies our stand on the dumping of sharks.

The membership of the Baldwin Rod & Gun Club, Inc. did, on August 11, 1982, via the "Chum Lines" column, issue a plea to ALL organizations conducting shark tournaments as to the disposal of the participating anglers' catch. The unfortunate part is that in reading over the original article again it can be seen how it can be misread as singling out the Hudson Anglers, Inc. and we go agree that this is quite unfair. NO intent was made to single out Hudson Anglers, but rather to point out the catch disposal that was observed.

We do applaud their practices of tag & release, biological investigation and the limiting of the number of fish, at a minimum weight, that a participating boat may return with. We also agree that a shark dissected by a biologist must be disposed of so as to guarantee it not be used for consumption as a food source.

It must be realized by ALL that the wasting of any marine resource does nothing for anyone but ensure that the resource will not be there in the future. We do not wish to engage in a letter writing campaign against any club or organization over inuendos or misinterpreted statements, but ARE willing to work with any organization or club to help save a marine resource for the future. We don't know what the final solution is but we do know that until all the tournament committees get together and establish a fair set of rules for both anglers and the species fished for, it is a guaranteed

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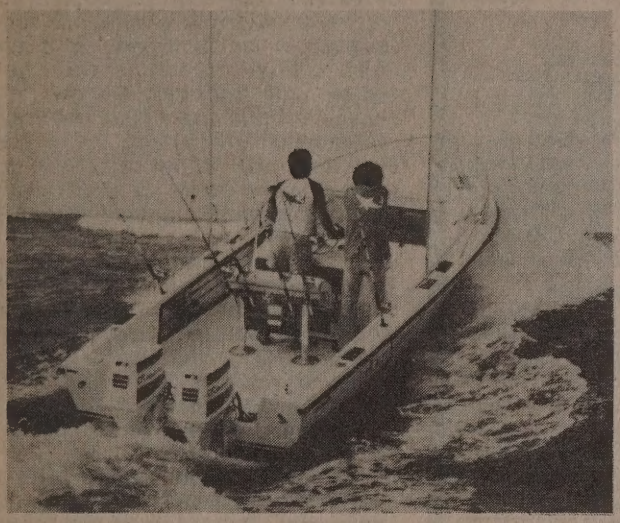

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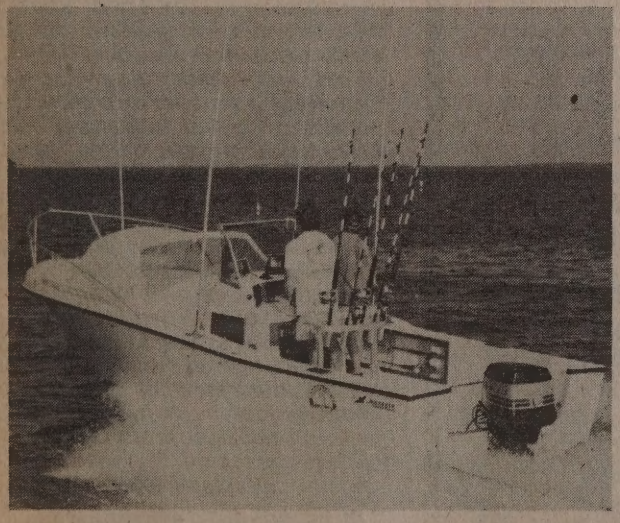

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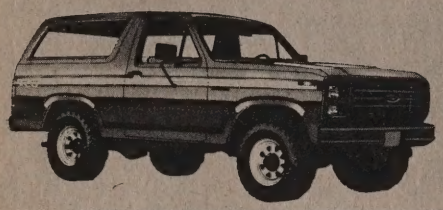

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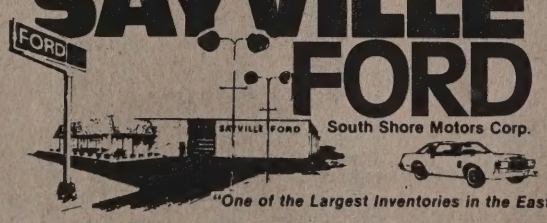

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fact that one day our marine resources will be gone from the sea. Joseph C. Pellegrino, Corr. Sec'y., Baldwin Rod & Gun Club, Inc.

SHOULD I OR SHOULDN'T I?

I wonder if you could supply me with some information on Democrat Point and Gilgo that would be of help to me in deciding whether or not to buy a new 4x4 as my present 4x4 has had it. I use my 4x4 to surf fish at Gilgo and Democrat Point. I'm a senior citizen and I find the trip to Montauk a little too long. If 4x4 access to Gilgo and Democrat Point were denied me, I would no longer need a 4x4 and would purchase a regular car instead.

On a recent trip to Gilgo I talked to a park employee who told me that Gilgo would be taken over by Babylon Town and beach access would be limited to town residents only. Do you know if there is any truth to this story? In your opinion will 4x4 access to Democrat Point be available to us in the coming years?

Any information you can give me regarding future access to Gilgo and Democrat Point would be greatly appreciated and would help me in making up my mind as to which vehicle to buy. *Joseph T. Daly, New Hyde Park, NY.*

There is no doubt that four wheel drive access is declining everywhere in this country. On Long Island we have several town beaches and some of the State Park beaches. The Long Island State Parks and Recreation Commission working with the Fishing Advisory Board is trying very hard to preserve what little access remains. However, this is a national problem. Should you buy a 4x4? Only you can decide. How much time will you spend on the beaches of Democrat, Gilgo, Montauk, etc? Does that anticipated use justify the purchase? Only you can answer. With regard to your second question: we've heard nothing about the Gilgo rumor you have described except that we, too, have heard the rumor. With cooperation of legitimate buggy fishermen, we believe access to Democrat will be ongoing for many years. Dr. W.A. Muller.

FACTS NEEDED ON SPOT, OR LAFAYETTE

I hope that you will be able to help me out with a question that has been bugging me for quite awhile.

One night while looking through my fishing log of 1976, I noticed that I caught many lafayettes (or spots as they called them) that year. After 1977, I did not catch or even *see* one!

I've not seen one since. Can you please answer a few questions. I'm going nuts!!

1. What is a lafayette? Is it related to the porgy since it looks like one and is in the same habitat.
2. What happened to them and where might I get some if they're still around?
3. Why does a species such as this

one completely disappear from an area.

Thank you very much and *please* answer. I'm a *very devoted* fisherman and subscriber. *Fred Fragano, Bronx, New York.*

Your log is accurate and you are correct. There were a lot of lafayette around in that year. They were taken in the Sound as well as south shore bays and inlets. We received many calls and letters from readers who were curious and surprised. In the fall of that year these small fish replaceds bunker in some cases as a bait to be live-lined or chunked for bass and blues. They were that abundant and that successful as bait. Lafayettes are not new to our waters and in fact, some decades ago they showed up here regularly to be enjoyed by sportsmen. For kids they were ideal. Like snappers—easy to catch, found in shallow waters, and abundant. Many of us predicted a return of spot and we pointed out their uses so that our readers would perhaps be in a better position in 1977 to fish for them and enjoy them. What happened? Funny thing with fish. A single dominant year class that pushes north away from competition, a subtle shift in an ocean current, a rise in the ocean temperature compared to other years of a degree or two and in floods a species we haven't seen in a long time. Next year, predation and harvests cut into the stocks, the ocean current swings again, and the water is a tad colder. Result: the species doesn't show up. The lafayette belongs to the drum family of fishes and is not related to porgy. The drums include the croakers, the channel bass, the black drum, and our weakfish. Dr. W.A. Muller.

Pass It On...

SEN. OWEN JOHNSON TO CONDUCT SENATE HEARING ON MARINE TOPICS

Striped bass management will be among the topics discussed at a public hearing to be held next month, conducted by State Senator Owen H. Johnson (R-C, 4th S.D.), Chairman of the New York State Senate Subcommittee on the Long Island Marine District.

Johnson, who also serves on the Atlantic States Marine Fisheries Commission, said the hearing will focus on striped bass management and other marine-related matters, including a proposal to "sub account" Article 13 funds within the Conservation Fund.

The session, which is open to the public, is scheduled for Saturday, January 15, at 10AM at the Babylon Town Hall Board Meeting Room, 200 East Sunrise Highway, Lindenhurst.

"A striped bass management bill for New York State will be a priority item on the hearing agenda," Senator Johnson noted. "Last year the Department of Environmental Conservation introduced a proposal for the management of striped bass. Although informational meetings were held by the Department, the proposal never reached the legislative hearing stage.

"It is essential New York take concrete action on striped bass management during the 1983 legislative session, since the other states involved in the State-Federal Striped Bass Cooperative Management Program have been waiting for New York to act for nearly two years."

According to Johnson, the "sub account" proposal would earmark Article 13 monies within the Conservation Fund for marine animal and habitat research, protection, management, and enlargement. Since the Long Island Marine District contributes significantly to the Conservation Fund through permit fees, license fees, and collected fines, Johnson said some of the monies should be used for the betterment and protection of the habitat and re-

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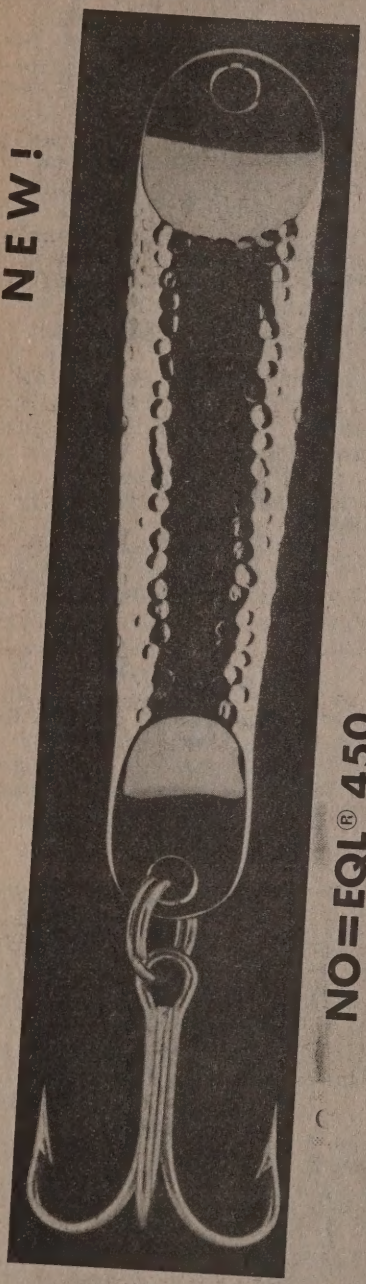

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sources in the Marine District.

Other proposals scheduled for discussion at the January 15 hearing include measures which would:

—prohibit the taking of fish for commercial purposes (with the exception of existing fish pound traps) within 1,000 feet of state parks;

—allow the taking of bait fish fromk Fire Island Inlet;

—establish a commercial fishing license for New York residents similar to the existing non-resident license;

—set minimum sizes for cod, haddock, and weakfish;

—define the commercial taking of blue claw crabs;

—establish menhaden (bunker) seasons; and

—better allocate New York's limited surf clam resources through a "surf clam management" plan.

Individuals interested in attending or testifying at the Subcommittee hearing should contact Senator Johnson's Babylon office, telephone (516) 669-9200.

BASIC BOATING COURSE

The Great South Bay Power Squadron will conduct a Spring Basic Boating Class for the general public. The class will be in the Islip Junior High School cafeteria on January 25, 1983, at 8PM, with registration on January 20 and 25, 1983, from 8PM to 9:30PM, also in the Islip Junior High School cafeteria.

This course is a must for the new boat owner, and a great refresher for the "old salt." More information may be obtained by calling Lt. Thomas J. Barone at (516) 665-2999 after 6PM.

LIRR OFFERS SPECIAL PACKAGE TICKET TO BOAT SHOW

The Long Island Rail Road is offering a special reduced package ticket to the National Boat Show at the New York Coliseum which runs from Saturday, January 15 through Sunday, January 23. The special package includes round trip rail fare and a $5 admission ticket to the show.

The boat show package is available from Zones 2 through 11. Youngsters 5 to 11 years of age are charged approximately half the adult price. Additionally, commutation ticket holders may purchase a discount admission ticket to the show for $4 at Penn Station. A valid commutation ticket must be shown to the ticket agent.

Some typical package prices are: Zone 2/3 (Jamaica/Little Neck) $7.60 adults, $3.90 children; Zone 4 (Port Washington/Mineola) $8.40 adults, $4.30 children; Zone 5/6/7 (Rockville Centre, Massapequa, Syosset) $8.95 adults, $4.60 children; Zone 8/9 (Amityville, Huntington) $10 adults, $5.10 children; Zone 10 (Ronkonkoma, Bay Shore) $10.95 adults, $5.60 children; and Zone 11 (Patchogue, Port Jeferson) $11.75 adults, $6.00 children.

The package tickets are good on any train arriving at Penn Station or Flatbush Avenue at 10 AM or later. The return portion is good up to 1 AM on the day following the date on the face of the ticket.

The Coliseum may be reached from Penn Station by subway—8th Avenue IND "AA" train to 59th Street, for 75 cents.

For 24-hour train information, contact the LIRR's Travel Information Center by dialing, in New York (212) 739-4200; Nassau (516) 222-2100; western and central Suffolk (516) 435-0600; and eastern Suffolk (516) 369-1666.

BOB ROCCHETTA TO SPEAK AT SALT WATER ANGLERS OF BERGEN COUNTY MEETING

On Tuesday evening, January 18, Bob Rocchetta will be the guest speaker of the Salt Water Anglers of Bergen County. Bob Rocchetta achieved fame when he broke the long-standing world record for striped bass by catching a 76 lb. striped bass at Montauk during 1981. At the January meeting, Bob Rocchetta will make use of visual aids to pass along and explain his special techniques and methods in catching striped bass in the Long Island Sound and the Montauk area.

Additionally, a limited number of advance tickets at a discounted price will be sold for the Rockland Community World Fishing and Outdoor Exposition, which will be held at the Rockland Community College during March 2 to March 6.

The public is cordially invited to attend this informative meeting which will start with a movie at 8 PM on January 18 at the American Legion Post #170 at 33 Passaic Street, Rochelle Park, New Jersey. Free refreshments will be served at the conclusion of the meeting.

Additional information on this meeting or the Salt Water Anglers of Bergen County can be obtained by calling John Toth at (201) 569-3218.

FREE SHARK FISHING CHARTER FROM M.C.A. AT NATIONAL BOAT SHOW

Having hauled out their boats for the winter, after a successful season fishing the ocean off Eastern Long Island, the Montauk Captain's Association will be represented at the 1983 National Boat Show in N.Y., January 13th-23rd.

On Sunday, January 23rd, the M.C.A. will conduct a drawing for a Free Shark Fishing Charter aboard one of the M.C.A. member boats. To be eligible, the lucky winner will have to register on the official M.C.A. entry form which will be available at the M.C.A. booth (D225) located on the fourth floor of the N.Y. Coliseum.

In just a few short years, Montauk Captain's Association members have established for themselves a reputation for quality boats and expertise in fishing the world reknowned waters off Montauk. Numerous record catches have been logged at this port, the more notable being a 1080 lb.

mako shark and a 76 lb. striped bass. Many knowledgeable anglers consider Montauk to be one of the finest sport fishing areas on the continent.

Members of the M.C.A. will be at the Boat Show to answer questions about fishing off Montauk and to offer advice about booking a rewarding sport fishing charter.

M.C.A. ELECTS NEW OFFICERS FOR '83

The new slate of officers of the M.C.A. wishes to thank all our past customers on behalf of all the members in the Association.

The new officers are: President—Capt. Joe McBride; Vice President—Capt. Zac Grossman; Secretary—Capt. Fred Riege; Treasurer—Capt. Bob Bozek; Trustees—Captains Bill Bock, Fred Faro, and Howard Kiedaisch.

U.S. POWER SQUADRONS CONDUCTING TWO FREE BOATING COURSES

The Hempstead Bay Power Squadron will conduct a free course in boating, at the following High Schools starting at 8PM:

Hewlett High School, January 11-13, 1983 and North Valley Stream High School, February 8, 1983.

The course is open to men, women and youngsters. Youngsters must be at least 13 years of age and must come with a parent or guardian. Boat ownership is not required for anyone. The 10-week course will cover important phases of boating practice including rules and regulations, boat handling, trailering, water skiing and other subjects which lead to safe, happy boating. The course will prove to be a very rewarding experience.

CONGRESS EARMARKS FUEL TAX FOR BOATING

United States Rep. Mario Biaggi (D-NY) today announced that our nation's 60 million recreational boaters will receive $45 million a year in benefits through FY 1988 as a result of provisions he helped attach to the recently adopted gas tax bill.

"The five-cent-a-gallon fuel tax increase that boaters will now have to pay at the pumps has been specifically earmarked for boating safety and facilities improvement programs," Biaggi explained.

Biaggi, who is Vice Chairman of the House Merchant Marine and Fisheries Committee had authored a similar law in 1980 that established a federal trust fund for recreational boaters. The "Biaggi Act," is it is commonly referred to by boaters, authorized $60 million in marine fuel taxes over a three-year period to be returned to the boaters in the form of boating safety and facilities improvement grants. Due to a technicality that required another law to be enacted in order to actually spend those funds, the money has never been used.

"However," Biaggi said, "in addition to extending and increasing the boating trust fund, the gas tax bill

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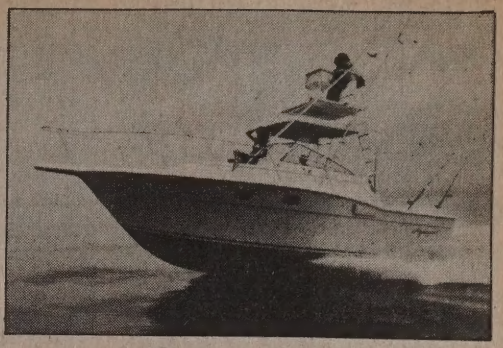

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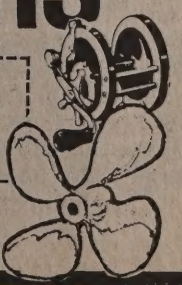

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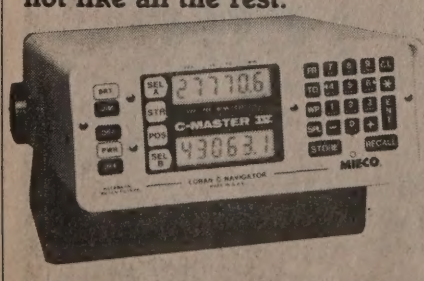

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also provides the Secretary of Transportation with the authority to spend the money. This assures that boaters will no longer be shortchanged."

According to Biaggi, the gas tax measure earmarks $15 million a year for boating safety programs and $30 million a year to help build much needed boating facilities, such as do docks, marinas, and launching ramps. The funds will be distributed to the states through formula grants based on the number of registered recreational boats in each state. The U.S. Coast Guard will administer distribution of the funds.

Biaggi credited "an intense lobbying campaign on the part of the boating public, boat and equipment manufacturers, and state boating law administrators" for the success of his effort.

SQUAW ISL. FISHING CLUB CONTEST RESULTS

After a windy delayed start, the All Clubs Cod Tournament sponsored again this year by the Squaw Island Fishing Club was finally held on Sunday.

The 35 boats representing nine Long Island clubs competed for prizes consisting of Penn International Reels in the club and invididual entry categories.

The results were: Oakdale Sportsmans Club, 244 pts; Tournament Anglers, 131.5 pts. and Babylon Tuna Club, Team 1, 118.75 pts.

Individual awards went to: Harvey Langbeer, 34.12, Oakdale Sportsmans Club; Capt. Ray Schmidt of the Wide Open; Willie Purves, 31.12, Babylon Tuna Club; Capt. Wolfgang Hager of the Lucky Wolf; and Jim Braun, 30.4, Squaw Island Fishing Club, Capt. Joe Braun of the Won Son.

The Squaw Island Fishing Club wishes to thank all the clubs and individuals whose interest in this tournament contributed to its success.

HIGH HILL STRIPER CLUB FISHING RESULTS AND MEMBERSHIP OPENINGS

In spite of the sometimes serious lack of fish in the surf the last few years, many members of the High Hill Striper Club managed significant accomplishments in 1982. The highlights include Mike Greico with the biggest bass for the year (31 lbs.), and the biggest weak of the year (14 lbs.). Bob Buss caught the biggest blue (18.6). Bill Muller took first place in four categories: Most Points Overall (978), Most Release Fish Points (1183), Most Weakfish Points (364), and most Bluefish Points (512). One of the most outstanding accomplishments in this age of severely declining bass stocks was the first place finish of Fred Schwab for Most Bass Points with an incredible total of 363 points. Fred racked up another outstanding achievement in 1982. He earned first place in the New York Surf Fishing Contest with a point total of 434 points. This is the third year in a row that Fred has earned a gold pin for point totals of 300 or more. His total this year will become a bench mark fo all of us for many years. In the women's division, Marge Buss took all three categories: biggest bass, 6 lbs. 6 oz., biggest blue (16-8) and biggest weak (12-12). Nice going, Marge! In the Junior Division Chris Karikas took prizes for the biggest blue (10-2) and biggest weak (9-2). A number of surf fishing clubs on Long Island participate in the New York Surf Fishing Contest. For the third year in a row the High Hill Striper Club has won the competition. Look for an upcoming announcement about how your club can join this important activity for surf fishermen on Long Island. The High Hill Striper Club accepts membership applications during the period of November through April. We have some openings. One need not be an accomplished surf fisherman to join. All we ask is for someone to participate in club activities and responsibilisties. We offer monthly films, raffles, how-to-do-its, and guests like Lou Rosado and Dick Mermon. Many members of the club fish hard and others are active in conservation and legislative action to save our game fish stocks. In 1982, club members released almost two tons of qualifying fish proving that we put our conservation ethic where our mouths are.

If you are interested in joining a dynamic surf fishing club that leads the pack year after year, write to: Mr. Tom Fitzsimmons, 12 East Jamaica Ave., Valley Stream, NY 11580.

RISTORI & ROCCHETTA PRESENT CENTEREACH FISHING SCHOOL

Al Ristori and Bob Rocchetta will conduct a fishing school this winter which is designed to sharpen the skills of all anglers—from novices to experts. There will be six two-hour sessions starting on Thursday, January 27th and continuing on Thursday nights through March 3rd. Site is the Island Room in Centereach Lanes on Horseblock Road off Jericho Turnpike (Rt. 25)—just five minutes from Long Island Expressway exit 62. The fee for this course is $60, with children under 16 half-price.

Ristori is associate editor of The Long Island Fisherman, saltwater editor of Fishing World, Metropolitan field editor for Salt Water Sportsman, and a frequent contributor to many other national and regional publications. In addition to having fished many hotspots around the world, Ristori has fished almost every area of Long Island—and keeps his Mako 21 at Montauk.

Bob Rocchetta achieved fame when he broke the long-standing world record for striped bass at Montauk last year with a 76 lber. However, his expertise covers a broad range from flounder to makos—and he's particularly familiar with the opportunities in Long Island Sound.

In addition to Ristori and Rocchetta, guest experts will be aboard at some

sessions. Among these will be Newsday outdoor editor Nick Karas, Long Island Fisherman editor (and surf expert) Fred Golofaro, and umbrella rig king John Sekora. Various course materials will be provided, tackle will be drawn for, and discount certificates from retailers are also part of the package. The instruction period will be from 8-10PM, but the instructors will be available from 7:30 and after 10 to help with individual problems. Everything will be covered from bottom fishing to big game, and from shore to offshore.

Space is limited, so sign up now by sending your check to Bob Rocchetta, 7 Deering Street, East Setauket, NY 11733 (phone 751-4803). This

FLOTILLA 11-5 BOATING COURSE

Flotilla 11-5 of the U.S. Coast Guard Auxiliary has announced that once again they will render their famous public education Boating Skills and Safety Course! This is the longest and most practical 16 lesson course as is given by the Auxiliary. Eleven lessons take the student from boat handling through radio communication. The last five lessons are devoted to the physical aspect, the actual plotting of courses on nautical charts. Each lesson lasts two hours. The course will begin on February 1, 1983, and will be held at the Diamond Point Yacht Club, located at 1350 Paerdegat Ave., in the Canarsie section of Brooklyn, starting at 8PM. A nominal fee will be charged for the materials supplied to each student wishing same. The course is free and those students wishing to partake in the lecture sessions only, need not pay the fee. At the conclusion of the class, all graduating students will be given a beautiful certificate, supplied by the U.S. Coast Guard. For more information, call Flotilla Commander Harry Frankel, any business day, 9:30AM-4:30PM at (212) 868-8853, or write to him at the Yacht Club.

BOATING COURSE IN BAY SHORE

The most popular United States Coast Guard Auxiliary, adult, 12-lesson Boating Skills and Seamanship Course, will start Tuesday, February 1, 1983, 7:30 PM at Bay Shore Jr. High School. This is the most extensive course given and covers all aspects of Safe Boating. Minimum age is 16 years.

For information or early registration, call 484-2331 evenings.

HUDSON ANGLERS ANNOUNCE NEW SLATE FOR '83-'84

The Hudson Anglers of Freeport, New York wish to announce the election of new Officers for the term of 1983/84, as follows:
Harvey Smith, President
Joseph Sangster, Vice-President
Joseph Genova, Treasurer
Alec Strigga, Secretary

Our Annual Awards Dinner is planned for March 26, 1983 to be held at the East Rockaway Yacht Club. We are also projecting our plans for our Eleventh Annual Shark Fishing Contest scheduled for Saturday, June 18, 1983.

NEW NOAA WEATHER SERVICE SLATED FOR EASTERN L.I.

In a development important to Long Island's fishermen, farmers and tourism industry, the National Weather Service announced that it would develop a new NOAA Weather Radio (NWR) service for eastern Long Island. After installation of a 300 watt transmitter on a tower in Riverhead, the National Weather Service then will add required marine and agricultural information to its New York City Weather Radio programming to provide the needed weather information for eastern Long Island.

A tentative commitment to introduce a resolution before the Suffolk County Legislature to fund the yearly recurring costs, which include transmitter maintenance, tower rental, electricity and phone lines from the city to the tower site, has been given to the weather service. The new marine and agricultural weather service could begin in the next few months, pending resolution of the recurring communication costs and transmitter site selection.

At the present time, National Weather Service broadcasts from

New for '83

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New York City generally reach only as far east as Babylon. Some New York information is sent to a National Weather Service station in Hartford, Conn., where it is then transmitted via New London to most of the North and South Forks.

Besides delays in receiving that information through the New London transmitter, much of the weather report is tailored to Connecticut and is of little use to Long Island, especially for fishing in the Atlantic off the South Shore. Expansion of the weather radio service through a transmitter in Riverhead will at least partially remedy those problems.

COASTAL ZONE GRANTS PROVIDE FEW BENEFITS FOR BOATERS

"Managing the Nation's Coast," a biennial report to the Congress of the activities of the Office of Coastal Zone Management (CZM) in fiscal years 1980-81, details few programs that directly benefit the nation's recreational boaters. While CZM is responsible for planned management in areas which could enhance recreational boating and fishing opportunities, it has been weakened by Congressional control and severe reductions in operating Subsidies. Congress directed the agency to establish programs that would lead to the intelligent use of coastal resources by balancing needed economic development and protection of natural resources in 1980, then cut funding for these purposes in the following year.

In 1981, the Reagan Administration proposed the termination of federal funding for CZM programs, but Congress provided $40 million to accomplish the transition to full state funding of the programs and phase-out of federal support. Since then, it appears CZM has been pre-occupied in providing advice to the states on how best to spend state funds, dubbing this " a program of shared responsibility." Current objectives of the report include establishing non-federal funding sources, providing technical assistance, simplifying federal programs to allow state assumption, and coordinating activities between adjoining states and the government.

Highlights cited for boaters and fishermen in the report are few and far between. Among them: Harbors are being dredged and maintained at greater depths plus CZM has addressed the issue of dredge spoil disposal benefiting ports and marinas; Key offshore reefs in Lakes Michigan and Superior have been identified as spawning refuges for lake trout and yellow perch; access to waterfronts in several states and urban waterfront enhancement in seven states have been undertaken.

Funds spent for the various programs totaled approximately $105 million in 1980 and $74 million in 1981. Most active spenders were AK, CA, LA, MA and MS. States not participating were OH, IN, GA, MN, IL and TX.

WHAT A WAY TO GO!

In October, Gateway Stripers closed out its 1982 Club contest schedule with a week-long marathon out at Montauk, and the boys really went out with a bang. The weather was ideal and the fishing even better as loads of bluefish were taken, including 16 lbers. by Ron Turbin, Joe Augeri, and Vinny Slikas. New member Gene Levine also had a memorable time taking over 70 points worth of blues during the week. However, the best news is that a new club record for bluefish was established by Joe Augeri who hauled in an 18 lb. gorilla from the southside surf. Congratulations to Joe and all those who attended.

NICK'S POINT TUNA CLUB SLATE SET FOR 1983

The Nick's Point Tuna Club unanimously re-elected the following members to office for 1983:

Robert Abatemarco, Pres.
George Kunnman, Vice-Pres.
George Santry, Treas.
Ralph Drews, Jr., Sec'y.

In November, we also had a fantastic turnout at the Awards Dinner with a special tribute to two 25-year members, Ed Bing and John Demeno.

1983

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(516) SO5-2445

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262 Montauk Highway,
Hampton Bays, N.Y.
(516) 728-4313

THE CAPTAIN'S TABLE

COD RECIPES

by Barbara Mason

CODFISH BAKED WITH BREAD CRUMBS

This is a simple dish consisting of fillets folded and baked with potatoes and onions sliced wafer-thin. After the fillets are surrounded by the vegetables and sprinkled with crumbs and butter, it simply requires half an hour of baking.

1¼ lbs. potatoes, peeled and sliced thinly as possible (about 4 cups)
1 med. onion, sliced wafer thin
12 tbs. butter
2½ lbs. cod fillets
salt & freshly ground pepper to taste
1/4 cup chopped parsley
1 clove garlic, finely minced
1/2 cup bread crumbs
1/2 cup dry white wine

Preheat oven to 425°. Prepare potatoes and keep covered with cold water. Prepare onion rings and set aside. Rub the bottom of an oval baking dish with 6 tablespoons of butter. Fold each fillet over itself and arrange down the center of the baking dish. Sprinkle with salt and pepper. Drain potatoes and put them in a bowl. Add onions, parsley, garlic, salt and pepper to taste. Blend well. Arrange the vegetable mixture around the fillets. Dot with remaining butter. Sprinkle fish with bread crumbs. Add the wine. Bring the dish to a boil on top of the stove and place in the oven. Bake 30 minutes. As the fish bakes, tilt the baking dish and spoon liquid over the fish.
YIELD: Four Servings.

POACHED CODFISH

Compared to the classic way of immersing fish in poaching liquid, this technique is simple. You cook fresh codfish in a little broth. When it is cooked, boil down the broth into a delicious sauce.

2 lbs. fresh codfish fillets, steaks or small, pan-dressed whole fish
1 tbs. butter
3 green onions or shallots, finely chopped
1 clove garlic minced or pressed
1/2 cup regular strength chicken broth
salt, pepper & lemon juice to taste

Rinse and pat dry codfish. In an 11 inch frying pan, melt butter over medium heat. Add green onions and garlic. Cook, stirring, until limp, about 3 minutes. Add chicken broth and bring to a boil. Arrange fish in pan in a single layer. Reduce heat, cover pan, and simmer until fish tests done. For thin fillets, allow 4 minutes; as thickness of fillets increases, increase cooking time. With a wide spatula, remove fish to a warm plate. Cover and keep warm. Boil pan juices over high heat until reduced and thickened. Season to taste with salt, pepper, and lemon juice. Pour over fish.
YIELD: Four Servings.

CODFISH CHOWDER

The word "chowder" probably comes from the French word **chaudiere**, meaning an iron pot. Settlers on Long Island over 300 years ago had long combined food from the sea with the rich milk from their cows in the iron pots they used for cooking. Chowders, like stews and other dishes developed when cooking was a pleasurable and time-consuming art; do need to be made with care and allowed time to mellow. Chowder is still better the second day than the first, and the third day than the second, if it lasts that long. Common crackers are traditionally served with chowder, usually split and soaked in milk, then added to each bowl of chowder.

3 tbs. olive oil
1/4 cup finely chopped onion
1 tsp. finely chopped garlic
1/2 cup chopped green pepper
1/2 cup chopped leeks
1/2 cup finely chopped carrots
1 hot red pepper, crumbled
1 bay leaf
2 tsp. fresh thyme sprigs
1 cup dry white wine
1 cup chopped fresh tomatoes
1/3 lb. potatoes
1 cup water
1¼ lbs. codfish
1/2 pt. bay scallops
1 cup heavy cream
1/4 cup finely chopped fresh parsley
salt & pepper to taste

Heat the oil in a kettle and add the onion, garlic, green pepper, leeks, and carrots. Cook, stirring often, until the onions are wilted. Add the crumbled red pepper, bay leaf, thyme, wine, and tomatoes. Bring to a boil. Peel the potatoes and cut them into half inch cubes. Drop into cold water briefly. Drain. Add potatoes to the soup. Cover closely and cook ten minutes. Add the water. Uncover and cook five minutes. Add the fish and scallops and simmer two or three minutes. Do not overcook or the fish will fall apart. Add the cream and bring to a boil. Stir in the parsley and add salt and pepper to taste. Serve with crackers soaked in milk.
YIELD: Four Servings.

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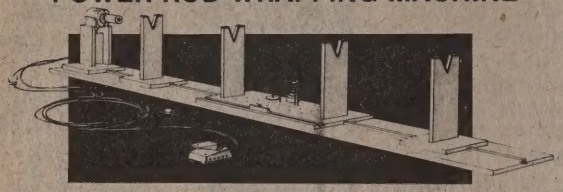

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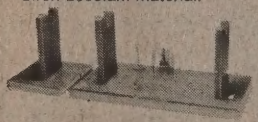

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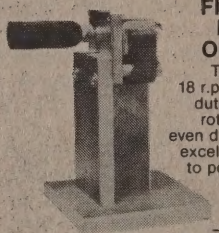

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COD ON THE ROCKS

by Gerald Hahn

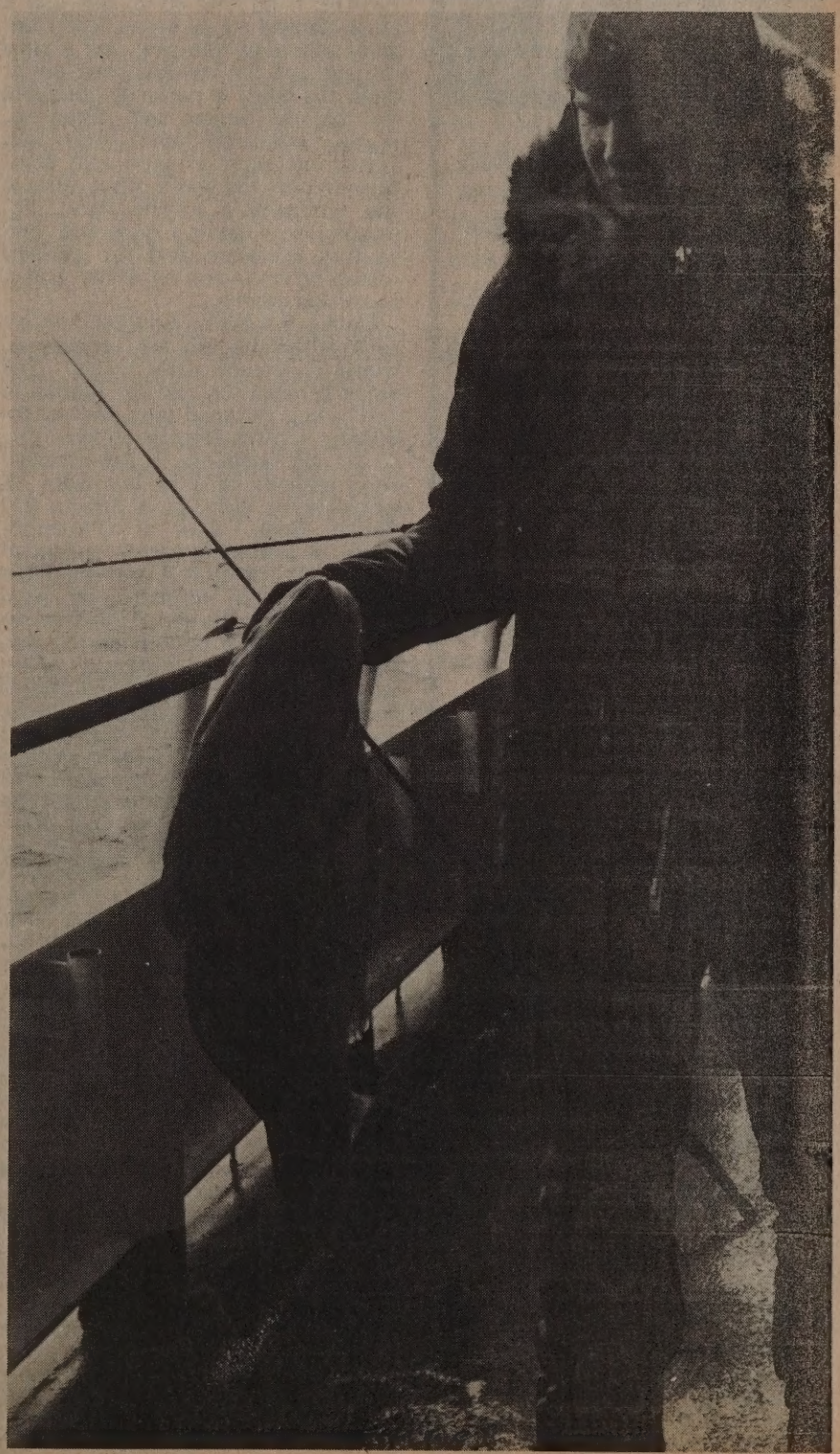
Codfishing during the deep of winter can test the mettle of the hardiest angler, but their are spells of mild weather that belie the calendar.

Most people wouldn't dream of going fishing in the winter. In Florida, perhaps, but not on Long Island. "C-C-Catch c-c-cod in this kind of weather!" they would undoubtedly exclaim through chattering teeth. Frozen harbors, plummeting temperatures and wind chill factors are not for them. Yet there also are mild breaks in the winter, brief periods when we are graced with still waters and temperatures well above freezing, and on days like these a fishing trip is no more uncomfortable than one in the late fall or early spring.

Then again, other fishermen will not try for winter cod, because they claim, with good reason, that the fishing is so poor. Actually, the cold weather has little effect on cod, for Long Island used to boast excellent codfishing the year-round. Unfortunately, mindless overharvesting by foreign and domestic commercial fleets sorely depleted the codfish stocks in the northeast. Yet in recent years codfishing has shown signs of improving, an upgrade apparently due to the 200-mile limit and other restrictions on commercial draggers and longliners. In fact, last spring and fall, party boat skippers claimed the codfish runs were the best they had seen in years, and more important for this article, the winter cod season improved as well. So, pick a mild winter day and you may wind up putting away a good stock of cod fillets.

Nonetheless, the first thing an angler who wants to catch winter cod must consider, is the weather. Even a mild day in the winter will make you miserable at sea if you are not properly insulated. Thermal underwear, over which several layers of light garments and foul weather gear are added, is better than a heavy outer garment. No doubt the most sensitive parts of the body are the hands, face and feet. Starting from the bottom, thermal socks and waterproof boots are important considerations, even on today's modern boats boasting heated cabins and decks, for a great amount of body heat is expelled through the feet. Hands pose an even greater problem, since they are regularly exposed to half-frozen bait, icy lines, and painfully cold reels and reel seats. Some people overcome this problem by wearing waterproof gloves from which the tips of the thumb and index finger (fingers that

(Continued on next page.)



Winter cod catches are finally on the upswing.

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hold the line and the reel) have been removed. Other people simply go through the process of putting on and taking off their gloves and drying their hands with a rag, a most essential piece of winter fishing equipment. Lastly, the angler should consider wearing a ski mask to protect both the head and the face, or any warm hat that also covers the ears.

Properly attired, the winter angler can board a party boat and rent his codfishing tackle if he desires. Rental gear for cod typically consists of a Penn 65 filled with 40 lb. test and a much abused six or seven foot meat stick. Although the reel has a slow retrieve and the rod has seen better days, the outfit is perfectly adequate for catching winter cod. Even so, many fishermen favor their own tackle: an eight or nine foot stout conventional rod and a quick-retrieve reel comparable to the Penn Jigmaster, for gaining leverage and casting distance and for quickly retrieving rigs—and hopefully, cod—out of the depths.

Unlike the spring and fall codfish runs, when the fish are aggressive, winter cod react solely to bait. The water is much too cold for codfish to be chasing diamond jigs, and consequently anglers employ bottom rigs. A cod rig is set up in the simplest way, without frills or hardware. A single hook, such as a 6/0 to 8/0 Sproat, Beak, Claw or O'Shaughnessy, is snelled to an 18" leader of 50 lb. test. The hook is connected to a dropper loop on the main line, from 18" to 4' above the end of the line. An end loop at the bottom of the line secures a bank or diamond sinker weighing 8 to 12 oz. (The mates should be consulted about the most appropriate height for the hook.) Some fishermen insert a short piece of surge tubing over the dropper/snell connection, not so much to attract cod as to prevent the snelled hook from riding up and twisting around the main line when the rig is lowered to the bottom. Recently, however, anglers have been shortening their snelled leaders to 12" lengths, perhaps to overcome tangles, or because young cod are not intimidated by shorter rigs.

Some fishermen work with two-hook rigs, using the 12" snells or the 18" snells, or one of each. These are tied high-low fashion to two droppers on the main line, the bottom hook a snell's length above the sinker and the top hook slightly more than a snell's length above the first. It must be said, however, that two-hook rigs seldom attract more winter cod than single hook rigs, and that they increase the likelihood of tangles. On the positive side, more bait theoretically attracts more cod and perhaps a stray whiting or blackfish.

When fishing near a wreck, many fishermen wisely use a 50 lb. test leader and a large barrel swivel for the rig. A standard clinch knot connects the heavy leader to one end of the swivel, and an improved clinch knot connects the main line to the other end of the swivel. The hook and sinker are then tied in, as mentioned. When anglers catch frozen real estate instead of cod, they can break the rig at the swivel and save over a hundred feet of line.

On the ride to the fishing grounds the mates will be busy shucking skimmer clams and liberally spreading them around the boat. If the sun is shining the clams may thaw out by the time you're ready to fish. Although clams seem to be used everywhere between New Jersey and Newfoundland, other baits are just as attractive to gregarious cod: a strip of whiting, mackerel, herring or squid, indeed almost any strip bait or whole small baitfish. Cod are also fond of various crabs, as browsing through the innards of a cod's stomach reveals. Consequently, some fishermen bring their own bait.

Unfortunately, many fishermen believe that a mountain of bait, particularly skimmers, is more effective than a smaller amount. To a certain extent they are correct, especially when the fishing grounds are graced with a multitude of bergalls, toadfish and conger eels, scavengers who are just as active in winter as in the summer. These fish nibble away the excess clam, but the remainder is sufficient to attract a cod bulling its way into the vicinity. Ordinarily, however, an overloaded hook with a buried point feeds the cod who slurps it up and moves on. Better to select a smaller amount from the firm part of a clam and carefully impale and twist it on the hook and slightly over the eyelet. Allow a bit of the soft stringy parts to dangle below the point, and you're ready to hook and hold onto a cod.

Since winter cod are not at their peak, party boat skippers explore various kinds of terrain. Part of the time may be spent fishing at a wreck and the rest of the time drifting over open bottom. Wreck fishing, of course, is best performed from the side facing the obstruction. Generally, when the boat is anchored over a snag free spot, however, the best fishing takes place from the stern, since cod, swimming upcurrent, encounter these rigs first. Experienced anglers, adept at making long casts with conventional tackle and heavy rigs, usually catch the first cod from the stern. But when wind and tide collide, they head for the bow. On the other hand, when drifting for cod, most fishermen favor the side from which lines move away from the boat. Actually, the other side, though cumbersome, may be better, since here, too, the cod will see these rigs first. Of the two kinds of terrain, a wreck is generally more productive than the open bottom, since the fish are already concentrated in a small area where there is a good supply of food.

No matter whether the fishing is performed from an anchored or a drifting boat, near a wreck or over shell-strewn bottom, the angler

should fish a dead stick. The water is cold enough to slow down any cod, and even in warmer weather, cod are not fond of chasing baits. After making a long cast and letting the rig descend slowly to the bottom, let out a little extra line to compensate for the pitching of the boat. Lying firmly on the bottom, the bait will be more attractive to a potential cod than if it resembles a dancer at a discotheque.

Indeed, many anglers catch more cod in the winter while they're playing cards and having a hot brew in the cabin than while attending to their rods. They tie the rod to the rail and leave the reel in free spool with the clicker on—the sportsman's version of setlining. Setlining for cod is chiefly performed by commercial fishermen, but on some party boats, the mates may let out a shorter version of this rig: a weighted longline mounted with a hundred baited hooks in series and a marker at one end. The rig lies motionless on the bottom for several hours, and on the way back, the mates retrieve it, along with many hooked cod. The lesson is that the less you do, the more cod you catch. Only occasionally should the rod be raised, primarily to feel whether a scavenger or a cod has taken the bait and gone to sleep. The bait should also be inspected at regular intervals and replaced when washed out and pale.

Many anglers consider cod poor fighters, about as energetic as a sunken log. To be sure, a 10 lb. blue puts up a stronger fight than a 40 lb. cod. One reason is that cod, though fond of deep water, are groundfish highly sensitive to sudden changes of water pressure, whereas blues are pelagic, that is, they can move quickly and freely through various depths. Thus, when a cod is hooked on the bottom, 120' below, and quickly cranked to the surface, even a 50 lber. can do little more than roll on its side and wait for the gaff. Then, too, the poor cod shouldn't be faulted for the winches and heavy lines anglers use to catch him.

On the other hand, a big cow is powerful enough to take line even against a tightly set drag, especially at the beginning of a bout. So if you want to enjoy playing a cod, try bringing him in slowly, giving him time to adjust somewhat to the changing water pressure. Moreover, if you know in advance that the fishing is going to take place in fairly shallow water, try using lighter tackle.

Generally, however, winter codfishing in the New York Bight takes place in depths of more than 100', at offshore wrecks, such as the Linda, or over shell-strewn, open bottom around the 20-fathom curve. At Montauk the fishing may take place in the somewhat shallower waters of Southwest Ledge or 20 Minutes East, south of Block Island, or in the deeper regions of Shark Ledge and the Inside Hole.

One can never tell what a winter's day of codfishing may bring. Even with recent improvements, the angler shouldn't expect to catch great quantities of cod in the winter. Indeed, some days he may be skunked. Nevertheless, hangers over 30 lbs. are not uncommon, and there are many "pups" under 10 lbs. as well.

Party boats going for cod in January, February and March, are located at Montauk, Freeport, Captree, and occasionally at Sheepshead Bay. Some boats make daily trips—so long as there are enough fares—whereas others restrict their trips to the weekend. Therefore, it's wise to make a call before going out.

Today, winter codfishing is not nearly as rough as it once was. Heated cabins, decks and rails, and hot food, provide comfort. Even so, there is a special feeling that winter codfish anglers share, perhaps a reminiscence of a century ago when fishing in the winter was a risky business. There are also some wonderful sights to behold in the winter, if your timing is right: colorful ice floes at dawn and partially thawed harbors glistening in pastel hues. And with recent improvements in codfishing, a good chance to catch some fish for the freezer, and perhaps even a winter cow.

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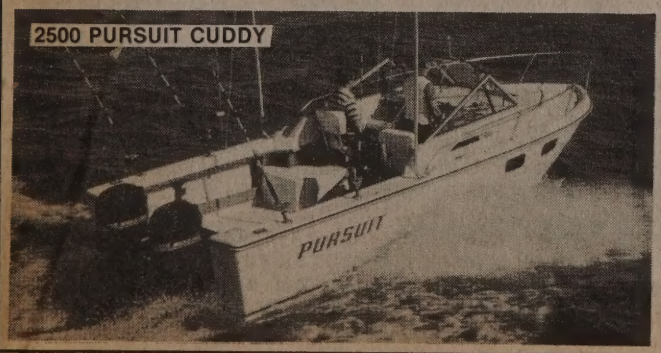

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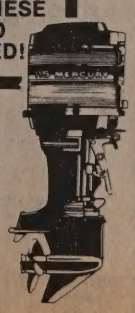

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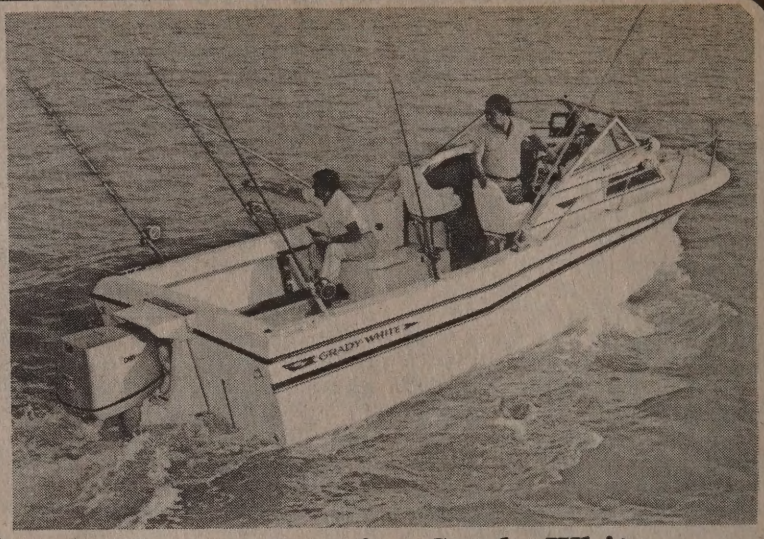

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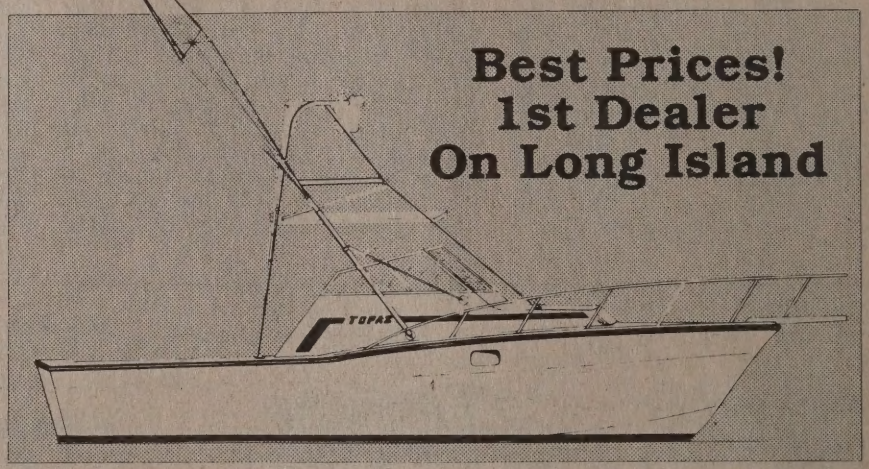

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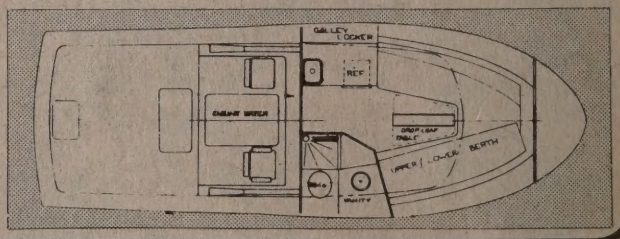

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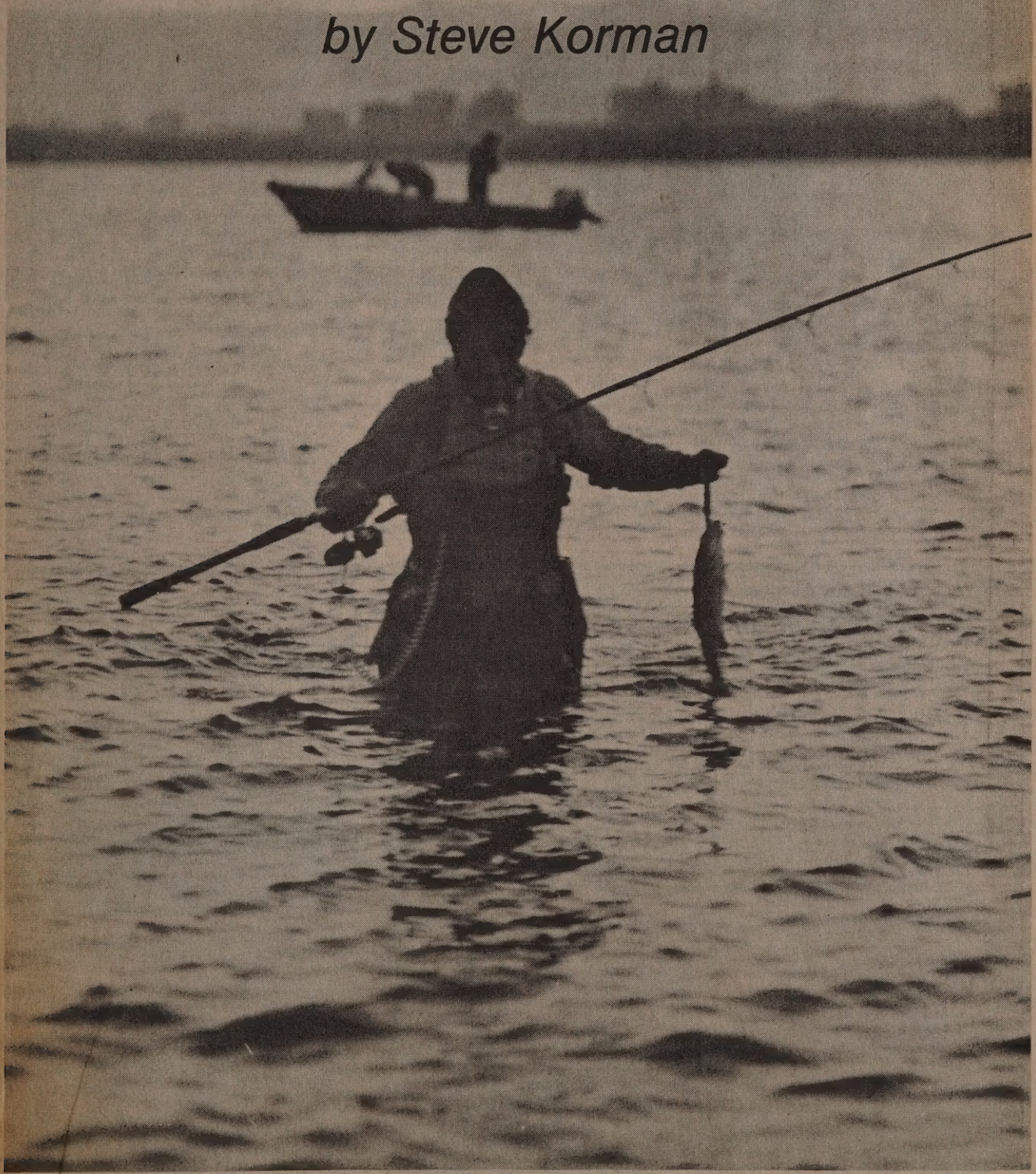
MORONE SAXATILIS: —IN MEMORIAM—

by Steve Korman



September 22, 1995—

Dusk was falling over the western Sound, and we were surveying, with the aid of our binoculars, the area between Barker's Point and Prospect Point. Generally, we looked for swirls near rocks or signs of excited bait. We were in this area at the advice of a friend who had overheard a report from a fisherman in a local tackle shop who had hooked and fought a striped bass of about ten to twelve pounds, only to lose it at boatside. He had hooked it using a bunker chunk meant for a bluefish fished on bottom at sundown three days earlier. However, since we'd already been casting for

(Continued on next page.)

several hours without a hit, it appeared we would not have such luck.

We had tried close to two dozen nights so far this season specifically to hook a striper, and never had so much as a pickup. Sure, we landed many blues and even a couple of tiderunner weakfish, but so far not a sign of a bass.

With striped bass as scarce as they are (two have been weighed in on the north shore so far this season, and five more from other sectors of the Island, chiefly Montauk), our lack of success was no surprise. Furthermore, it's hard to figure out any general odds for success in landing a striper, because practically no attempt is made by fishermen, commercial or recreational, to catch these near extinct (from a fishing point of view) fish. However, our fond memories of the glorious striper fishing of just a few decades earlier made it almost an obsession on our part to hook, fight, land, and actually feel and see a living striped bass! This experience, which had been a fairly common one a few decades earlier, has now been replaced with constant glances at our old photographs of past catches, and by our fond memories of the grandest fish ever to enter our inshore waters!

How had this sad state of affairs come about? Many feel plain human ignorance in general was the cause. Others with more specific theories put the blame on commercial overharvest in spawning grounds such as the Chesapeake region. Another common belief is that chemical pollutants from industrial sources in the Chesapeake and Hudson spawning areas finally did in the species.

Regardless of different people's beliefs on what the specific downfall of the fish was, nearly all believe that the puppet-puppeteer relationship between government agencies at all levels and the water polluting industries, as well as the commercial fishing industry, was the reason the constant decline of stocks was allowed to continue, with virtually no significant action taken to improve the stocks. In order to visualize statistically the year-class decline, let's look at some figures. The following is a list of years and their striped bass spawning indexes for the Chesapeake region, by far the major source of striped bass for the East Coast:

1956 - 15.2	1971 - 11.8
1958 - 18.1	1973 - 9.0
1962 - 12.2	1976 - 4.9
1964 - 23.5	1978 - 8.4
1966 - 12.4	1979 - 4.4
1970 - 26.8	1980 - 1.9

1985 - Immeasurable, predicted to be between .01 - .06
1990 - Immeasurable, and too poor even to make a semi-accurate prediction

As you can see, 1970 was the last great year class. After that there was a continuous, although somewhat erratic decline. There was very little official action taken between 1979-1983 to correct the causes which had led to this decline, so it would be ridiculous to assume that the sad state of events of 1990-1995 could not have been predicted back in that time period. It is this sad viewpoint which leads many people today to believe that plain human ignorance and indifference to the plight of the striped bass was the underlying reason for the species' near-extinction of today.

Just how sad is the state of affairs in 1995? As stated earlier, seven recreationally caught striped bass have been weighed in around the Island so far this year. One was an incidental catch, the other six were fished for specifically. No one angler, or one boat for that matter, has accounted for more than one striper. The two Sound-caught stripers (one from Little Neck Bay April 18th; the other from Marshall Fields, Huntington, June 23rd) were both in the eight to ten pound class. Montauk accounted for three stripers, two also in the eight to ten pound range and one 39 pound specimen for a lucky, now famous Montauk angler. The precious fish was miraculously kept alive and was flown to the Brooklyn Aquarium for tests and observation. The remaining two bass came from the New York Bight area. Both in the eight to

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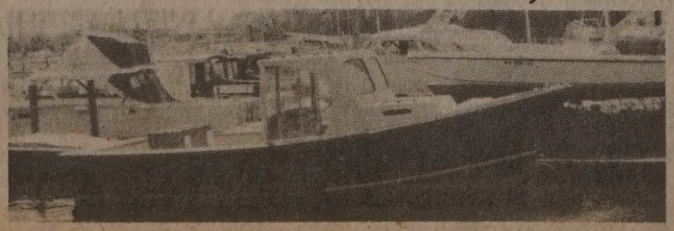

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MARINER OUTBOARDS

twelve pound range, one was taken on the Tin Can grounds off of Rockaway, and the other at Fort Wadsworth, Staten Island.

Quite expectedly, our bass outing on that night of September 22nd left us empty-handed. We caught six bluefish between six and twelve pounds, with one 17 pound beauty, but due to our obsession with **Morone saxatilis**, this must be viewed (by us, anyway) as empty-handed. The rest of the season was identically unproductive, even though our own backyard—Manhasset Bay—produced a fine fall run of slammer blues.

The fishing portion of my family, myself, my father, and my brother are seriously considering selling our waders and surf rods and making this past season our last saltwater fishing season. Without the possibility of hooking a bass, game fishing becomes boring and predictable. Especially in the western Sound, where weakfish are very seasonal and also not as plentiful as they used to be, game fishing has come to be synonymous with bluefishing, and after five years of fishing with the knowledge that any strike you will receive while casting a plug or fishing bunker on bottom will be a bluefish, you can see why we feel the cost and effort of maintaining the effort is no longer a worthwhile investment.

Of course, we are in no way the only fishermen around the Island with this opinion. There are plenty of boats for sale around the Island and much of the northeast. The relatively low prices people are asking for them might suggest that there are many frustrated fishermen who share our opinion. Of course, since interest in saltwater fishing around the Island has dropped so drastically, bait shops, certain tackle manufacturers, and countless other fishing-related businesses have gone bankrupt or are forced to carry on with meager profits.

Of course, commercial fishing hasn't been similarly affected, for all they must do when they fish out one species is switch to another for profits. The industries which contributed to the downfall of the striped bass by means of pollutants remain relatively unaffected, for the damage they've done never got back to them, except in the form of nasty accusations by those who miss their favorite game fish. Only the innocent bass, the concerned people, and the recreational fishermen, have been severely affected. But, then again, when talking about the relationship between the government and the little man, the common citizen, isn't this always the case?

Perhaps some people put their own needs first above those of the striped bass and somehow this inappropriateness of motivation prevented others with more altruistic intentions from succeeding in effecting some significant measure of protection for the species. In any case, we'll never know.

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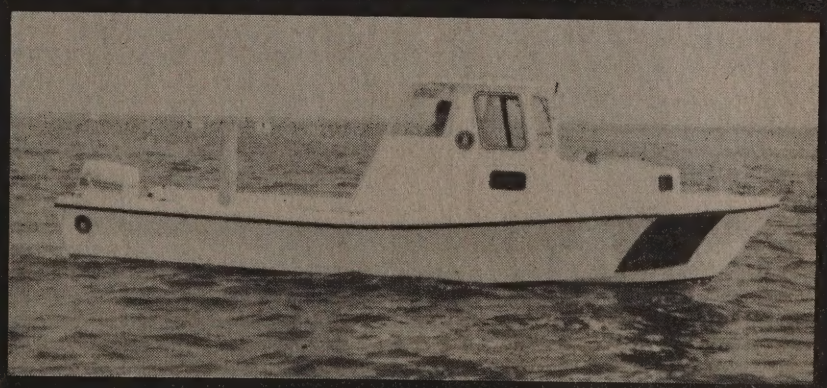
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CUSTOMIZE YOUR BOAT

by Pete Barrett

"You've come a long way, baby" no longer applies only to gals smoking cigarettes. The small to medium sized offshore boats have also come a long way in the last few years.

More reliable outboards, larger fuel capacity and better hull designs now make it possible for the 21' to 25' outboard clan to head to the distant offshore waters of the canyons in search of tuna and marlin.

Leading the advances in the smaller inboards are boats like the Topaz that signalled the start of a whole series of similar designs from Phoenix, Silverton, and others as the 24' to 36' class of boats captured the imagination of offshore anglers. These boats not only had classy lines, but provided enormous amounts of fishing room and flexibility of layout so the owner could customize his boat to his own specifications.

These new breed of boats have also created a demand for accessory items that give the boat owner the freedom to design some dynamite fishing boats.

Tuna towers were first popularized in Florida, but became saleable "up north" when manufacturers like Grady White and Topaz offered towers on their 24' and 26' hulls. These boats looked great at boat shows and in dealer showrooms and about eight years ago, began appearing on the water as many fishermen bought them and enjoyed fishing from them.

Aquasport led the way with factory installed mini towers on center console boats and many owners of Makos and other similar boats have been putting towers on their boats. The elevated position gives you the ability to cut through the glare of the water and see fish better while trolling or even drifting and chumming for blues, sharks and bonito. Trollers can better orchestrate the position of lures with the higher visibility angle.

In calm seas you can run the boat for better visibility, but most tower boats do not treat the fisherman who sits in the tower too well when they run at speed—but this is true whether the boat is a 28 or 48 footer.

Companies like SeaBright Stainless, Salt Shaker, Pipe Welders, Pope and Atkinson Marine have introduced a wide range of accessories that can be fitted to center console and cubby cabin boats that allow more lure and tackle storage.

Rocket launchers began life as simple stands to hold rods while trolling. They have now evolved into tackle lockers that become a secondary fishing station for lures, leaders and terminal tackle. They also provide a good place to sit without sacrificing fishing room or storage like a helm chair.

T-Tops help keep the angler out of the sun with the canvas cover and the larger T-Tops provide electronics boxes to secure radios, Loran, graph recorders, temperature gauges and other electronics. Since they are positioned just above eye level, the instruments are easy to read and they are safe from salt spray.

Many local boats have modified the T-Top, by eliminating the canvas part, or the top of the T, and instead use only the two towers of the T and the cross brace to install radio and Loran antennas, plus spreader lights for nighttime fishing. The electronics box can be added, too.

Boat manufacturers like Pursuit, Robalo and Hydrasport offer factory installed T-Tops, while many local boat dealers offer the wide variety of T-Tops and electronics mounts manufactured by the independent manufacturers. You can customize any boat.

With many boats of the 25' class now running 30, 40, 50 or even farther distances offshore and getting into good catches of yellowfins, large tiger sharks and makos, occasionally billfish and many smaller tuna like true albacore, the need for a fighting chair becomes important. The inexpensive helm chairs that come on many boats will NOT stand up to big fish and will predictably break gimbals or posts after only a few large fish.

Better choices are chairs made with heavy duty mounting posts, sturdy gimbal mounts and generally better construction throughout. My own chair is an International "Sailfish" model that has proven to be ideal for my needs. So far it has handled tuna to just under 200 lbs. and sharks up to 600 lbs. It is durable and well made—typical of the chairs in this class, from Pompanette, Rockaway and others.

Many of these accessory pieces are suitable for all types of fishing. My T-Top spreader serves me best when fishing for blues at night. The rocket launcher tackle cabinet holds fluke rigs just as well as shark rigs or tuna lures. The fighting chair has been a welcome piece of equipment for visiting fishermen who rarely fish the ocean and don't have their "sea legs" to stand and battle a 12 lb. blue, much less a 100 lb. tuna.

This selection of new custom equipment isn't restricted to new boats. Many fishermen with boats that are several years old are updating the older skiffs and making them more versatile than ever by installing a T-Top tackle locker. Any one of these items can turn your old favorite into a new custom rig.

TOWERS, ROCKET LAUNCHERS, SEATS, RADIO BOXES, T-TOPS

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PIPE WELDERS
413 Southwest Third Ave.
Stone Harbor, New Jersey 08247

SALT SHAKER
2635 Northeast Fourth Ave.
Pompano Beach, Florida 33064

ATKINSON MARINE
235 Southwest 32nd Ct.
Fort Lauderdale, Florida 33315

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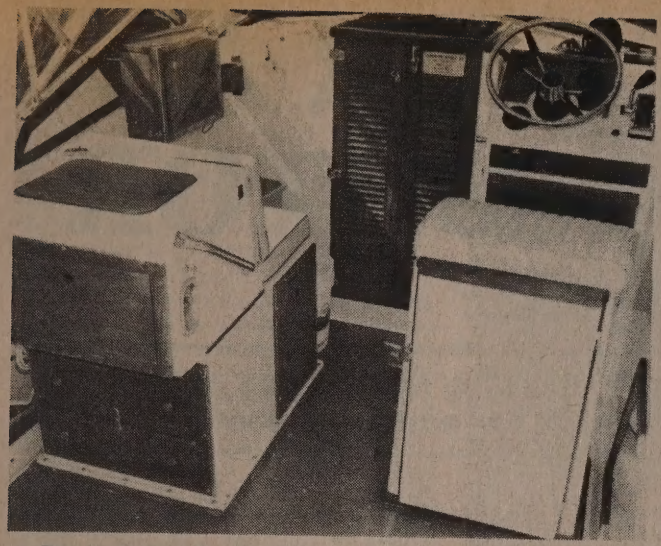
1712 Frost Drive, P.O. Box 3524
Savanah, Georgia 31404

POMPANETTE
1515 Southeast 16th
Fort Lauderdale, Florida 33316

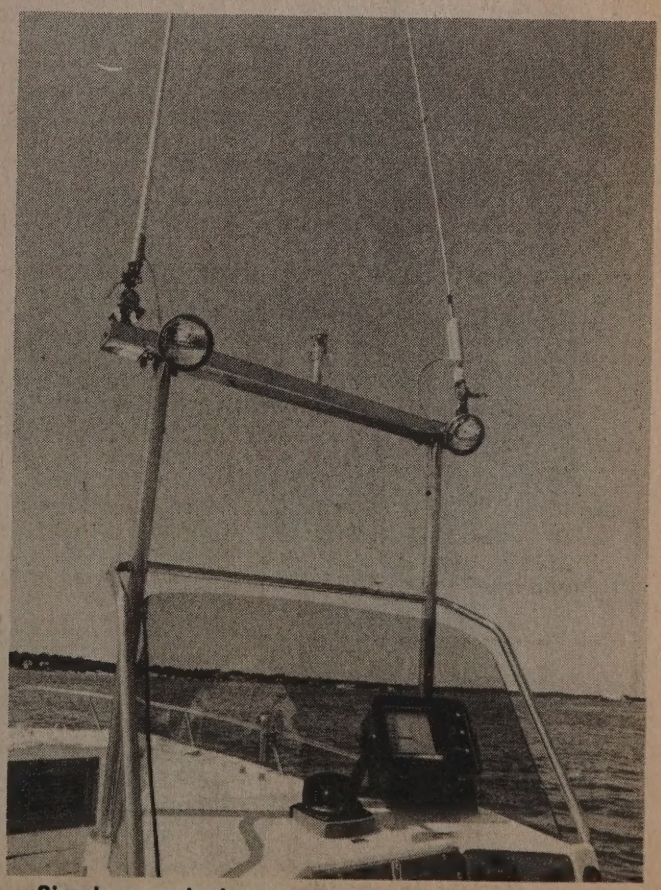
MURRAY BROTHERS
6133 Jericho Turnpike
Commack, New York 11725



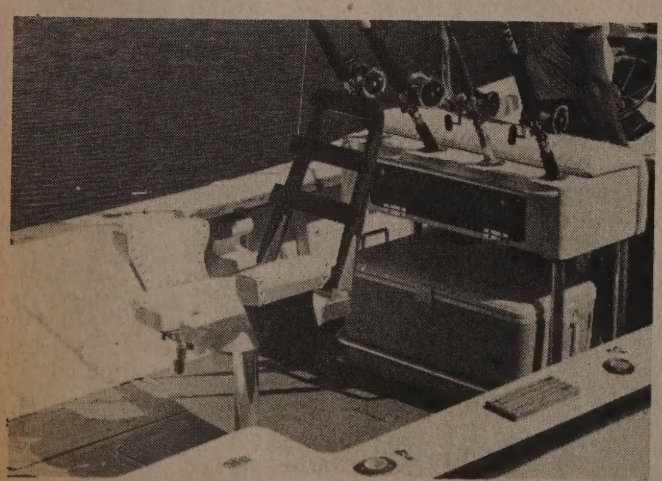
Pope storage locker, right, is available for cuddy cabin boats and also for center console boats. Affords lots of room for terminal gear.

Minus the "T," simple radio box keeps Loran, radios and graph recorder safe and dry.

T-Tops provide shade and mounting areas for antennas and other accessories to keep them out of the way.



Simple spreader bar and stainless grab rail is strong and gets lights high for night fishing. Antennas are also mounted here.



Rocket launcher style seat gives more rod storage, keeps terminal gear handy and affords plenty of space for a cooler underneath. Fighting chair by International is handy on large tuna and sharks, or even big blues if you don't have your "sea legs."

SHOPPING FOR AN OUTBOARD MOTOR

by Bob Whittier

The author, a renowned expert in the boating field, offers some sound advice for those in the market for a new outboard.

When one is buying an inboard powered boat, the choice of a suitable engine can be a reasonably straightforward matter. The boat builder's design team will have already studied the craft's power requirements and determined what size engine would be suitable.

The customer may be offered a choice between perhaps two or three different engines, but the alternate power plants will also have been carefully considered and judged suitable for the boat's needs. Information will be available on comparative weights, costs, performance and operating characteristics. A good talk with the dealer usually leads to a happy choice being made.

But it can be a very different thing when outboards are concerned. The boat and the motor are selected as separate units. Taking into consideration the number of makes and models on the market, any given outboard hull could probably be powered with any one of a score of different motors.

Few outboard boat manufacturers have the amount of time and money needed to test each of their models with all the makes and sizes of motors that customers might be expected to consider for installation on them. And it is rare to encounter a salesman who has had so much on-the-water experience with a wide variety of boats and motors that he can tell a prospect with reasonable truth and accuracy how a given boat will perform with any motor the customer might mention.

Since for most people the purchase of an outboard motor represents the outlay of a serious amount of money, making the final choice of make and model can be agonizing. A wrong choice could be a truly expensive mistake! It is likely that many people procrastinate and finally give up on the idea of buying an outboard, by reason of being unable to decide which motor to buy.

It would be easy to write a book on how to choose an outboard. I'll try to offer some useful thoughts in the

A 35 h.p. planes this aluminum hull easily. Spray rail has additional effect of making water break free of hull cleanly, reducing drag.

space available here.

Every man who has a local reputation for being well-informed on outboard matters has had people come to him and ask "What's the best outboard motor?" People seem to think there's a pat answer to this one. There isn't. One motor may have a tendency to develop problems in one spot—but another motor will tend to have problems in some other spot. Whatever make one may buy, there is always some element of chance. Fortunately, it is a very small chance.

I have a pat answer to this question, though. However, it isn't exactly what the questioners expect. I say, "The best outboard motor is the one that has been taken care of by its owner!"

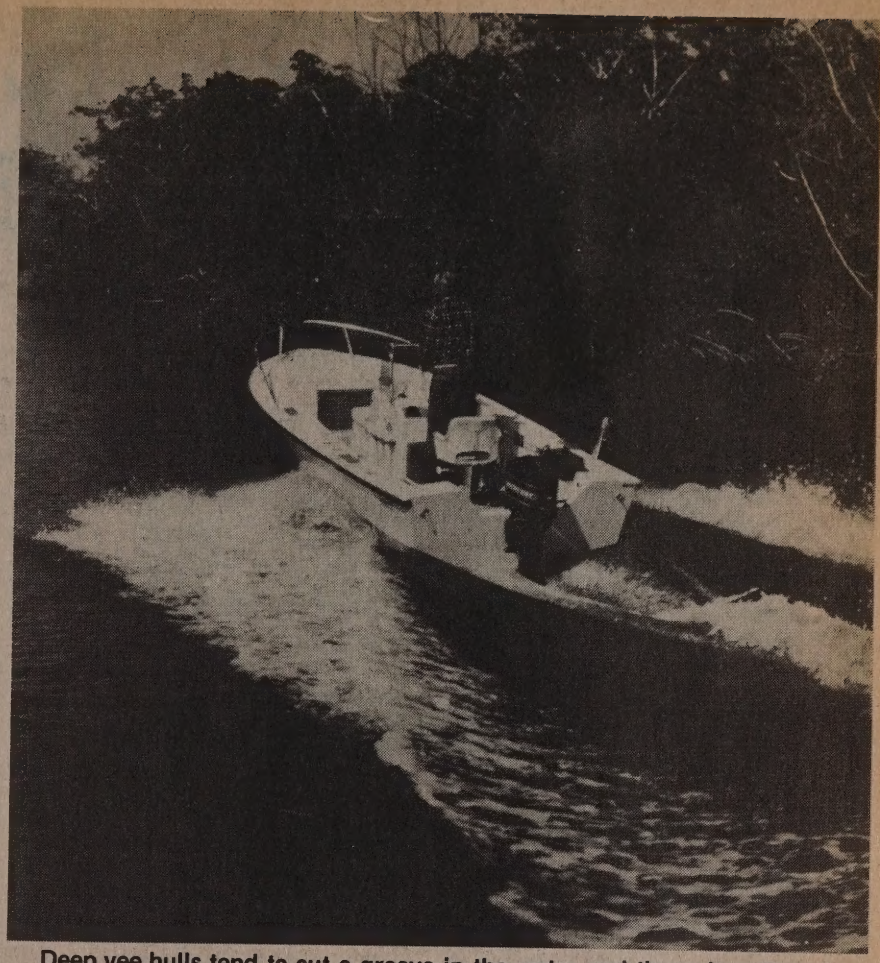
That often really jolts them, but after thinking about it for a few moments they usually admit I've got a point there. Any outboard mechanic will tell you that every week, he finds himself working on motors that have been neglected or abused. The frustrating thing about this is, a lot of the owners blame the motors instead of themselves for whatever troubles have appeared.

It is surprising how many outboard owners there are out on the water who have never bothered to read the carefully-prepared and vital owner's manuals that come with their motors. In my own experience the classic example of this was the chap who brought in a brand new motor whose power head had seized tight, after only about an hour of running. Investigation finally revealed the startling fact that there was no oil mixed with the gasoline.

When this droll fact was called to the owner's attention, he exclaimed "I thought you started adding oil to the gas **after** the first five hours of operation!" Well, I've been messing around with outboards for umpteen-and-two years and every time I read the manual for a motor that's new to me, I find two or three things in it about the installation, adjustment or operation of that motor which are new to me.

Suppose Rolls Royce enters the outboard motor business. A lot of people would jump to the conclusion that these Rolls outboards had to be the finest afloat. But...things like neglect, abuse and relying on hearsay from the mouth of Charlie the handyman rather than on the manual, could put one of these motors on the junk-pile in a hurry! You begin to understand what I mean when I say "The best outboard motor is the one that has been taken care of by its owner!"

The basic moving parts of all makes of outboards are of high quality. When you stop to think about it, you realize that today, all outboard makers have access to the assorted proven steel and aluminum alloys developed by metallurgists. They tend to buy things like bearings and piston rings from firms that specialize in such things. They all take advantage of the precision production line machine tools now on the market.



Deep vee hulls tend to cut a groove in the water and throw it outboard. Bottom both pushes water out and pushes it down to create lift. More power is needed to get such a boat onto plane, especially with heavy load.

They would be foolish not to—cheap equipment of this kind would turn out to be costly in terms of breakdown time and rejected parts.

When you find that one 60 h.p. motor sells for appreciably less than some other motor of the same power, you are not looking at a case of low versus high quality. Rather, you are are looking at "premium" and "economy" type motors. On looking at both of them closely you will begin to find things that account for the price difference. The premium motor has shock absorbers built into its mounting bracket, to spare the motor and the boat's transom from damaging shocks when the boat runs over submerged obstructions and the motor kicks up violently. If you're going to operate in a region of sandy bay bottoms or on deep water, absence of the shock absorbers on the economy motor might not be a serious disadvantage.

As you look further, you will find that the economy motor has a less sophisticated intake air silencer on its carburetor and less, or no, sound-absorbing material lining the inside of its hood. The wiring harness on the premium motor may be more rugged and water-tight, and hence more corrosion-resistant connectors on its wiring harness. A smaller model of a premium motor might have a current-generating device built into its ignition system, to supply electricity for navigation and fishing lights, even though the motor does not have electric starting and attendant battery.

So you see, if you have a deluxe boat there are premium motors to go with it, but if you have a utilitarian boat, don't mind a higher sound level, and are willing to give the motor the careful use and regular servicing it needs, you could consider a lower-priced model and still not worry about basic reliability and longevity.

Remember when shopping around that you will not keep the new motor forever. Keep in mind the resale or trade-in value. When the time comes, you can get more for a motor of well-known make and popular model, than you can for a Mickey Mouse motor.

It's pointless to agonize over which make to buy on the basis of what the fancy advertising copy says, on slight variations in specifications between competing brands of motors of the same power, on the attractiveness of color schemes, and all that sort of thing. Rather than get into a tizzy over which brand to buy, it can make more sense to travel around and size up the various dealers in your area.

You may be attracted to the looks, features and prices of Brand X out-

(Continued on next page.)

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boards, but if the nearest Brand X dealer is 127 miles away, you would do well to consider the Brand Y motors sold by a dealer only six miles from your place. No matter what motor you get, you're going to need occasional advice on care and operation matters, minor adjustments and routine warranty checkups. So give a thought to the cost and convenience of taking your motor to the dealer.

If both Brand Y and Brand Z motors are available in your area, you can consider other things when choosing between them.

Size up all of the dealers in a systematic way. Ask several boat owners how they have been treated by the different dealers in your area. But don't pass up one well-known make of motor on the basis of just one boat owner having a gripe about the dealer for that make. Remember that you will encounter boat owners who don't know much about engines. This type will sometimes damn a certain motor for some reason or other and if you look into the matter carefully, you will find that he doesn't know what he's talking about or what he says is prompted by some silly thing that came up in his relationships with the dealer. Remember, too, that dealers can tell you stories about problems that resulted from people abusing their motors!

But anyway, to get back to sizing up dealers. Telephone to each of them about some trivial matter and notice whether the person who speaks to you is curt or courteous. Then when you go to their places in person, if they let you stand and stand and stand before finally speaking to you, you've learned a lot—mainly to patronize a place that acknowledges your arrival in their establishment promptly and pleasantly.

But remember this. Every dealer has his hectic days and his slow ones. If you chance to arrive when it's obvious he's having "one of those days," it might be better to just pick up catalogs and go there again when things are quieter.

Don't barge into an outboard dealership and announce right away that you are in the market for a 150 h.p. motor. Instead, go there to buy a few sheets of sandpaper or a couple of sparkplugs. A shop that has to hunt all over the place for some simple and common thing isn't one I'd want to have working on my outboard!

Find some excuse to go into their outboard motor service shop. Is it acceptably neat or a goshawful mess? If there are many motors of his brand lying helter-skelter all over the place, in vairous stages of advanced disassembly, you can conclude that either his mechanic is incompetent or that he's having a lot of repair work come in for that brand of motor.

Once you have almost made up your mind to buy a motor, ask the dealer how complete a stock of parts he has. Ask him how far away he has to send for parts not kept in stock, and how long it usually takes for delivery.

Some outboard dealers are located right on the water. Others are located miles from the waterfront. One cannot say patly that a place on the waterfront is better than one located on a highway. You have to be your own Sherlock Holmes and size up each one as an individual case.

A waterfront dealer may be able to let you try out a boat and motor before you buy. But some waterfront dealers may seem unanxious to do so. They have a good reason. They have found that many people will ask for a demonstration ride simply as a cheap way to get a boat ride!

Waterfront property today is very expensive. If the place you go to see outboards was established in recent years, the price they had to pay for the land may be reflected in the prices they charge. But a place that was originally a boat building shop 75 years ago may have turned into a dealership to keep up with changing business conditions. In that case, their land and buildings might have been paid for long ago.

They might thus be able to offer attractive prices. However, if they obviously cater heavily to the sailing yacht and cabin cruiser crowd, remember they may have taken on their outboard dealership more to cater to the needs of their big-boat clientele than to sell motors to Joe Average. They sell a lot of small motors for use on dinghies and

medium-sized ones for installation on the Whalers used by their customers' children. After sizing up a place, you may decide to go elsewhere, to a place that is better set up to cater to your kind of boating.

Road side marine dealerships located some distance from the water can't let you try out a rig before buying, and some of their salesmen may not be avid and really knowledgeable boatmen. The reasons they located away from the water are good, from a businessman's point of view. The traffic flow carries a lot of prospective customers past their places every day. The land may have cost them less. Often these places do a good volume of business and can offer good buys. They don't have to waste time on "prospects" who are simply looking for a free boat ride. But at the same time, they may be so busy talking on the phone, doing paperwork, hustling to get boat-and-motor rigs ready for delivery and trying to get motors repaired by Friday afternoon, that you may have trouble getting waited on. Decide for yourself whether it's rudeness or just the way things happen to be going that day.

A good way to learn about the boating equipment you are considering buying is to pack a lunch, pick up a beach chair, and spend most of the day at a busy launching ramp. Every time you see an example of the make you are interested in come along, wait until an appropriate moment and ask the owner how he likes it, what kind of performance it delivers, and how the local dealer treats people. You will learn the TRUTH by listening to an assortment of owners!

Be wary of those dealers who switch from one brand to another. If you plan to keep your motor for a number of years, it could be a mistake to buy from such a place. If you buy a Brand X motor from them this year, you will be chagrined to find they have switched to Brand Y next year!

Reasons for switching vary. Sometimes manufacturers take franchises away from dealers who have done a poor selling job. Sometimes newly-established dealerships take on any brand of motor for which they can get the franchise, in order to have something to sell. Later, as soon as they can manage it, they grab the dealership for a more popular, easier-to-sell make. Once in awhile a dealer has so much trouble with some make of motor, or runs into so many delays in getting needed parts, that he just gets disgusted and switches brands. If you can determine that a dealer had a valid reason for switching brands and can feel sure he will stick with the new one for a long time, of course go ahead and buy from him.

September is a good time to shop for an outboard at an attractive price. It has become the custom in the pleasure boat industry to introduce next year's models in September. At that time, prices of last year's models still in stock tend to be reduced attractively. From one year to the next, the changes in a particular model of outboard motor tend to be small, amounting to refinements of this or that detail. Find out what changes have been made in the new model. If you feel you can live with the way the older model was made, go ahead and buy it.

It is getting to be the usual practice for outboard factories to allow dealers to set their own selling prices. This is to take into account the widely varying conditions under which dealers operate—overhead, length of season, etc. If you make up your mind that you want a 55 h.p. Brand Z motor, visit two or three dealers of this make and get prices. But DON'T let a lower price at one place be the swing factor in making up your mind. The other dealer, closer to your home, may be reluctant to service a motor he did not sell.

A good idea of current motor price ranges, prices offered for used motors in trade-in and depreciation of various makes can be had from studying the outboard dealers' "Blue Book." You may be able to borrow one from a friendly dealer. If you can't, send a postcard to Intertec Publishing Company, Abos Marine Division, P.O. Box 12901, Overland Park, Kansas 66212 and ask for a price list of their marine price guides.

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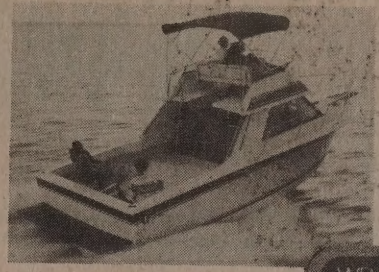

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SPECIES	WEIGHT	ANGLER
Flounder	4 lb. 15 oz.	Sal Cataldo
Blackfish	13 lb. 5 oz.	Ian Lindsay
Fluke	19 lb.	Arnold Fox
Codfish	89 lb. 2 oz.	Jon Savage
Pollock	37 lb. 12 oz.	Peter Weiss
Striped Bass	66 lb. 8 oz.	Dennis Kelly
Bluefish	21 lb. 8 oz.	Chuck Loren
Weakfish	17 lb.	William Engs
Bluefin Tuna	664 lb.	Ron Onorato
Mako Shark	435 lb.	Alan Radi
White Marlin	118 lb.	Andrew Cha
Swordfish		—NO QUALIF
Brown Trout	15 lb. 4 oz.	Margaret Mi
Brook Trout	3 lb. 9 oz.	Michael Can
Rainbow Trout	13 lb. 4 oz.	Ralph Hasno
Largemouth Bass	7 lb. 8 oz.	Dennis Sulli

SURF FISHI

Striped Bass	49 lb. 8 oz.	Rick Krivi
Bluefish	19 lb. 6 oz.	Robert Lucc
Weakfish	17 lb.	William Eng

JUNIOR

Flounder	3 lb. 7 oz.	Douglas Col
Blackfish	9 lb. 8 oz.	Remy Alfinc
Fluke	10 lb. 4 oz.	Scott Hicks
Codfish	89 lb. 2 oz.	Jon Savage
Striped Bass	37 lb. 6 oz.	Joe Bragan,
Bluefish	21 lb. 4 oz.	Jon Savage
Weakfish	12 lb. 2 oz.	Ben Ciavole
White Marlin	118 lb.	Andrew Cha
Brook Trout	3 lb. 9oz.	Michael Car
Largemouth Bass	5 lb. 12 oz.	Will Ward

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	Plantsville, CT	Covedge Tackle
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	Bellrose, NY	Montauk Marine Basin
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	Hamden, CT	Outdoor Sport Shop
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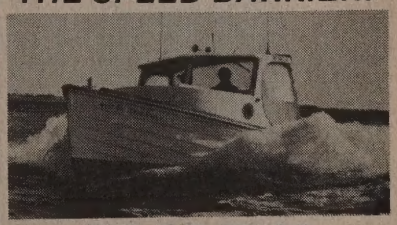

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KNOW YOUR TERMINAL TACKLE

by Matt Ahern

Your terminal tackle may be the least expensive part of your equipment but it just may deserve the most attention!

The most expensive part of a fisherman's tackle is his rod and reel, and the least expensive is his terminal tackle. This being so, the average fisherman will seldom give a second thought to this very important part of his equipment. He never realizes that while he may spend a good part of a week's pay on a rod and reel, it is the ten cent hook at the end of that rod and reel which may determine if he will be successful in landing the largest fish he has hooked to date. All his efforts come to naught if his dream fish escapes from the hook he so carelessly selected. Then and only then does he realize there is something more to terminal tackle than meets the eye, and it is deserving of more than a mere passing thought.

To really understand just how important any part of your terminal tackle can be, watch the expert fisherman when he selects his rigging. Don't hesitate to ask why he does this, and why he does that. Most dedicated fishermen will cheerfully share their knowledge, knowledge which may have taken years to accumulate. These fellows know that without the correct hook, sinker, or swivel, to say nothing of a running knowledge of simple knots, their chance of consistently taking any amount of fish is greatly reduced. The old saw which states that ten percent of the fishermen catch ninety percent of the fish is not said in jest—it is one of the fishing facts of life. Any fisherman who desires to join that select ten percent can do nothing better than study the whys and wherefores of terminal tackle.

You may be sure the experienced fisherman knows the correct size and type hook to use for the fish he seeks. It is the major differences between various hooks such as Sproat, Limerick, Kirby, Carlisle, and Chestertown—and what those differences are—which distinguish the expert angler from those who have eyes but see not. From previous experience he knows sharp-toothed, large-mouthed fish such as fluke and bluefish cannot bite through the long shank of a Kirby or Carlisle hook, so he rigs accordingly. He will always disregard shorter, regular-shanked hooks such as Sproats which are normally used for softer-mouthed fish like cod or ling.

About the only exception to this rule would be the flounder. While it has a soft, toothless mouth, it has the annoying habit of taking the bait deep; using the long-shanked Chestertown makes hook removal easier. You may be certain the experienced fisherman never selects his hook without careful thought; he will shy away from those not exactly suited to his purpose as if they were the Plague.

Here's a quick rundown of fishhook

(Continued on next page.)

There is more to the proper selection of terminal tackle than meets the eye.

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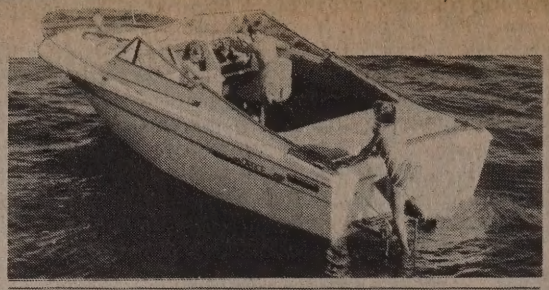

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sizes you'll find satisfactory. As experience is gained, you can vary these a little, but not by much.

Flounder: Chestertown #9 or 10.

Fluke: Carlisle #2/10 to 5/0. These are long-shanked.

Blackfish: Virginia #5 or 6 for inshore; #5 for offshore; #2 or 3 for bulldogs in specialized areas.

Cod: Sproat 5/0 to 6/0. Claw or Beak types #6/0 do well.

Ling: Sproat #3/0 or 4/0

Whiting: Ditto. A Carlisle in ling size will also work well.

Porgy: A #6 Sproat or #8 Virginia for inshore bay porgies. For larger sea porgies, a #1 Sproat, or #5 or 6 Virginia is called for. A #2/0 Sproat is best to use for truly large humpback porgies.

Sea Bass: A 4/0 Sproat will take all sizes of these large-mouthed fish.

As I said, this is a quick rundown. I'll have more on this in a minute.

As important as hooks are, they aren't the only components of terminal tackle. Sinker knowledge is very useful. Their selection isn't just a case of any type will do. Each sinker, just as every fishhook, is designed to do a certain job. An example: experienced surf fishermen, fishing bottom, use only a pyramid sinker of the correct weight. They know that should a bank sinker, or other cylindrical sinker be used, it will roll along the bottom due to wave and tidal action. Therefore, surf fishermen select that pyramid sinker because they know its flat-sided triangular shape will dig into sandy bottom and hold the rig still. But if a pyramid sinker is used over obstructed bottom its purpose is defeated simply because it will immediately snag. That is why bank sinkers, being rounded, are used over wrecks and rock bottom. Their shape enables them to slide past many obstructions, thereby making the fisherman's day a little easier. And always try to use the lightest sinker possible. The enjoyment of the sport is greatly reduced when a fish must fight against the weight of an oversized sinker.

Now we come to swivels.

The primary purpose of a swivel is to prevent line twist when trolling, but fishermen often use them as a stop when fishing bottom with a sliding sinker. Many fishermen use three-way swivels when making up rigs: the lower ring for sinker attachment, the middle one for the snelled hook, and the top ring for line attachment. Snap swivels facilitate the changing of lures, especially when night fishing. However, remember the cardinal rule of bottom fishing: the less hardware, the better. Use the lightest swivel possible for the fishing you intend doing. Big fish tend to be spooky; they lack the sang-froid of their younger brethren.

Every fisherman should have some knowledge of knots. It isn't necessary for us fellows to have the vast collection of the deep-water sailor, but the smart fisherman will spend a few minutes at his neighborhood

library studying the tying of various knots.

For bottom fishermen, knowing how to tie the Barrel Knot used in hook-snelling is indispensable, as is the knowledge required to tie the Improved Clinch Knot and the Perfection Loop. These are easily tied and we'll get to them in a minute.

Any knot in monofilament line will weaken it to some extent; some more than others. But those listed have never caused me a bit of woe—when properly tied!

The Improved Clinch Knot is one of the best to learn. It is excellent for attaching shrimp tails and the like when weakfishing. It's also good for quick tying of hooks to snells; it's good too for placing snap, barrel, and three-way swivels to the main line. I know the temptation to use snap swivels is great, but I've found that (for the lure fisherman, especially) snaps detract from the bait's presentation. Better to use the Improved Clinch Knot.

It isn't difficult to snell a hook. If you decide to do this, you should also learn how to tie the Perfection Loop. These go hand in hand. Without that Perfection Loop, your snelling job will look amateurish at best.

To snell a hook you will need a supply of snelling material and a quantity of loose hooks of the size you intend using. A small fly-tyer's vise is helpful, but any type small vise will do.

Begin by cutting a 16'' length of snelling material (this comes approximately 36'' in length). Cross one end over the other. Run about three inches of the left-hand strand through the hook eye. (If you are using a regular ringed eyed hook instead of the down-eye, place the strand over it.) Next, place about one inch of the right-hand strand along the hook shank. Pinch both strands tightly against the shank, and taking the right-hand strand, wind 5 loops over the shank—starting at the eye and working to the hook's bend. When this is completed, hold the loops firmly and pull on the short strand going through the eye. Then tighten. Cut off the excess strand under the shank. That's all there is to it. Not difficult at all...just needs a little practice.

Now for the Perfection Loop.

This is made by forming a back-handed twist to form a loop of about one inch. Righ to left. Take the running end and pass it completely around the front of the loop. Go around once more. Then place the running end between the loop and first turn. Hold firmly and bring the loop nearest you through the first turn and draw up tightly. Cut off the remaining quarter-inch or so close to the knot. A word of caution. That short end should jut out at a 90° angle. If it doesn't, you've done something wrong. Do it again. Practice a few times on a heavy piece of cord.

Midland Tackle Company, 66 Route 17, Sloatsburg, New York 10974, has a free catalog listing all loose hooks and snelling material necessary. Send off for a copy.

The Improved Clinch Knot is simple to tie.

Run about three inches of line through the hook eye, lure, or swivel and twist around the line about eight times. Take the short end and run it through the first twist nearest the eye, and bring it back through the large loop you will have formed while doing this. Pull up slowly by grasping the component in one hand and the mono in the other. Cut off excess. This simple knot will not slip when correctly tied.

All of what you've just read is only a little of the knowledge the experienced fisherman possesses, most of which he has attained the hard way—through trial and error. You may well be on your way to becoming expert if you remember to give more than a second thought to your terminal tackle.

Incidentally, if you would like to see what various hooks look like in their actual sizes, I can help you. Mustad has put out a guide called ''Mustad's Guide to the Selection of Salt Water Bait Hooks.'' I have one for you. Simply send a stamped, self-addressed business-size envelope to me at my home 39 King Street, Hampton Bays, N.Y. 11946. I'll get it off to you immediately. There is also a little bit about baits and how to use them. Can't go wrong.

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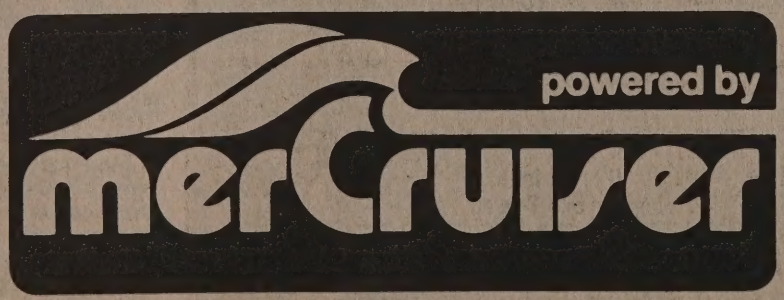

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TACKLE DOCTOR:

New Look To Your Old Plugs

Q. I have a bunch of older lures, and some that are not so old, that I want to refinish. I've tried using lacquer which works okay on wooden plugs and poppers, but which seems to actually melt some of the plastic plugs. One swimmer cracked all over when I tried to spray it with a high quality lacquer paint.

Do you have any suggestions for applying a durable yet easy to use paint or finish that will hold up to saltwater and a damp jetty bag?

Al Jacobs.

A. Wooden plugs should be sanded smooth, rusted hooks removed and snaps or swivels and other hardware inspected for corroded, faulty condition. Use a quality oil base primer paint like the kind sold for use on boats. We've used Interlux for many years and have been very satisfied. Apply one coat, allow to dry, then sand smooth. Apply repeated coats until you are satisfied with the surface finish. Next apply one final coat of high gloss finish and hang to dry. Replace hooks and you are ready to fish again. Marine paints come in a limited variety of colors, but many surf anglers get by with pale yellows, blues and greens or even all white plugs.

You can spray an enamel gloss finish on the plug on top of the enamel base coat, but do not spray lacquer over the enamel which, as you found out, causes a cracked or crazed finish. Some fancy plug painters use an air brush to paint the back of their plugs, shading the colors as they go to the sides of the lure; or adding eyes, contrasting color heads and even silver flash sides.

Once the lure is painted so you feel it looks edible to a big bass, mix a batch of epoxy such as a rod finish or the kind of epoxy used by ceramic artists. Coat the lure. One light application is sufficient to encase the lure in a durable, clear, glossy protective shell.

Plastic plugs require a different approach because of the "soft" quality of the construction material that can be damaged by some paints. Remove the hooks, then run the lure under a stream of water and use a steel wood pad to remove the loose old finish. Dry the lure. Use a high quality enamel spray to apply one or more coats of silver paint. Allow to dry and then spray the back of the plug with a contrasting color like blue or black to restore the original color scheme. Again, a light application of epoxy will keep the lure looking shiny for a long time.

Many plastic lures are lightweights and too much paint can spoil the inherent action of the lure, so be careful to apply only a small amount of paint. Spray finishes are usually better than brushed on finishes because they are a thinner layer of paint, hence adding less weight to the lure.

Many model, hobby and craft stores sell a wide range of colors in spray paints that are made specifically for use with plastic models, so they work perfectly on plastic lures. Your imagination can literally go wild with variations of colors.

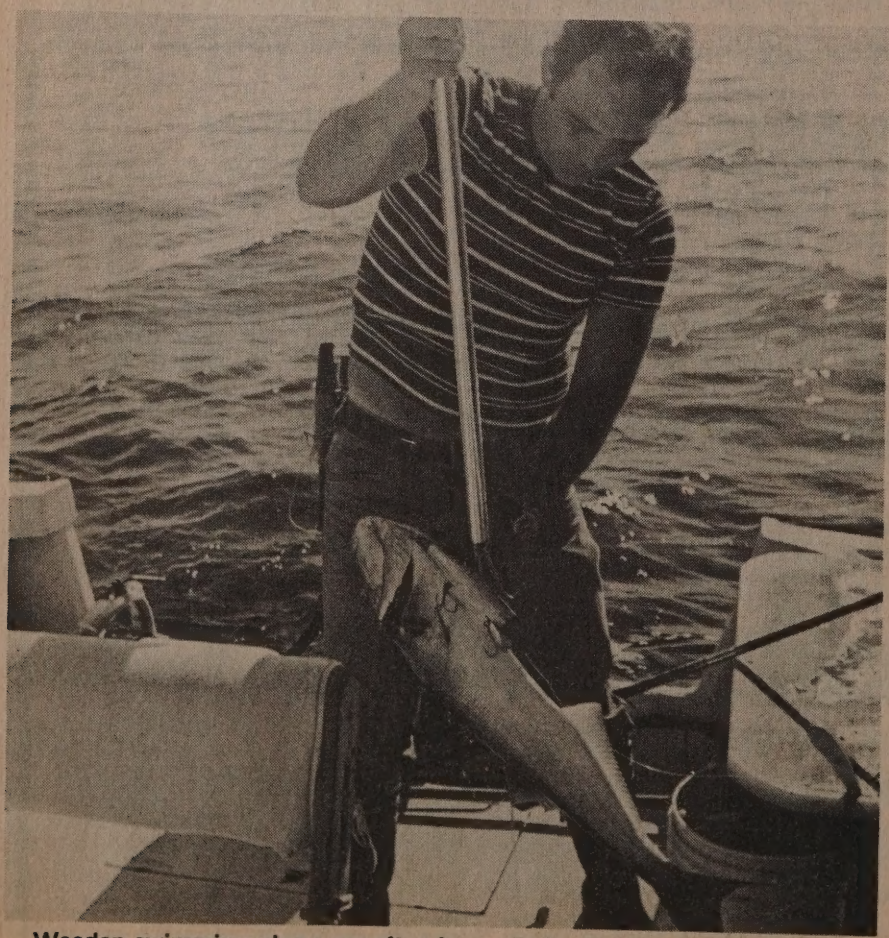
I've seen paint schemes that made a big plug like an Atom 40 look just like a real, live bunker. Others were artfully sprayed to look like sand eels or other bait fish. One of my favorite swimmers was a creme color with a pale orange back that looked for all the world just like a live squid—and it caught plenty of bass, too.

If you want to add fish scales, you can use a piece of ladies' nylon stocking (be careful to use your wife's or you may be in big trouble!). Lay the nylon along the side of the plug, then spray some paint. When you lift the nylon mesh there will be a neat fish scale pattern.

Eyes can be made quickly with a piece of wire. Dip the end of the wire into a small jar of black paint. A small drip of paint will accumulate at the end of the wire. Simply touch the wire to the plug where you want the eye, and voila! a black eye. You can also add a yellow center to the eye with another dab of paint. Light colored plugs usually look better with a black eye with yellow center, while dark lures are the reverse.

Some anglers even paint red gill slits on the plugs when they refinish them!

It's a long winter and refinishing plugs is another way to speed along the spring.



Wooden swimming plugs are often in need of refinishing when used to take big blues.

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If you are new to rod building, especially if you're building your first rod, visit a well equipped custom rod building shop. New Jersey has many shops all throughout the state with professionals who can give you good information and advice about the actions of various rod blanks, the best guides for a particular rod design, the position and style of rod grips, and also the type of reel seats to choose.

Remember, the custom rod builder has "been there before," so he is well acquainted with the questions of the beginner, and can offer a wide range of solutions to solve problems of the first time rod builder.

The following photos tell the story for assembling and gluing in place the basic components of the butt cap, the butt grip, reel seat, fore grip and tip-top.

Photo One: Every blank has a stiff side to it, called the spline. Find it by bending the rod blank and rotating it. The blank will "hop" when you get to the spline. Spinning rods should have the guides on the reverse side of the spline, conventional rods have the guides on the same side as the spline.

Photo Two: Mark the position of the spline with a grease pencil near the butt and also at a spot just above the location of the fore grip.

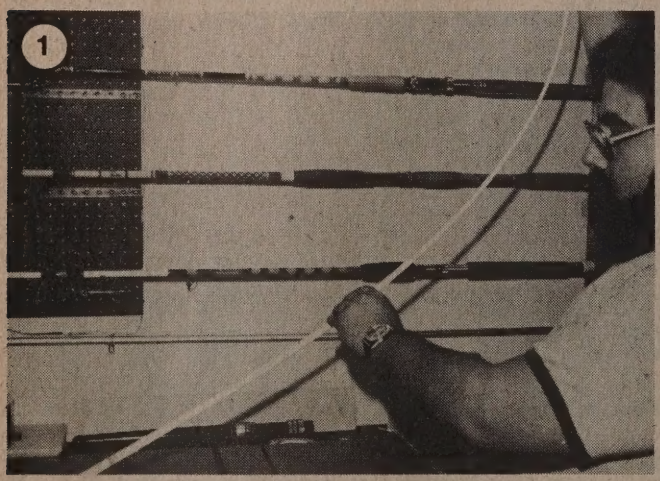
Photo Three: Slide the gimbal nock, or the butt cap in place and mark the blank.

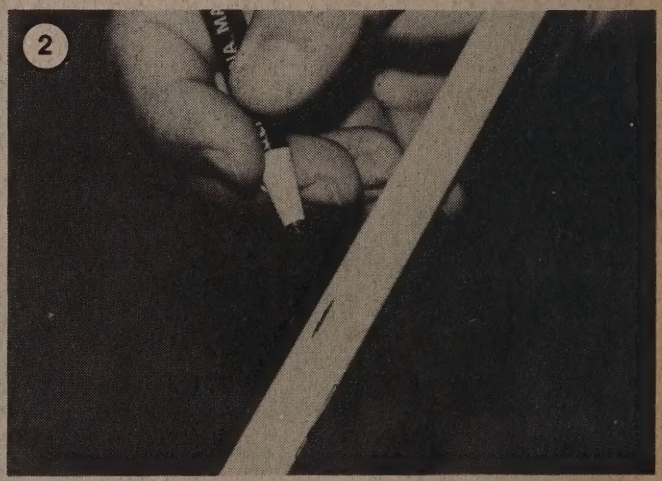
Photo Four: Remove the cap and rough the area of the blank under the cap with a round file. This scuffed surface allows for better adhesion when you later glue the cap in place.

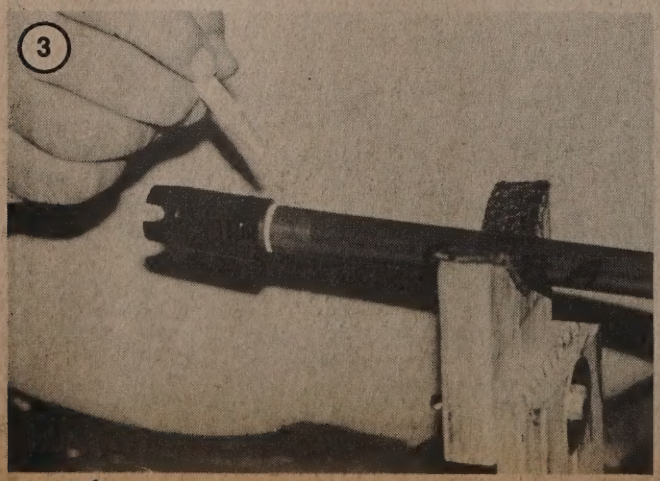
Photo Five: Use a strip of masking or fiberglass tape to build up the diameter of the rod blank so the gimbal or cap fits snugly on the rod.

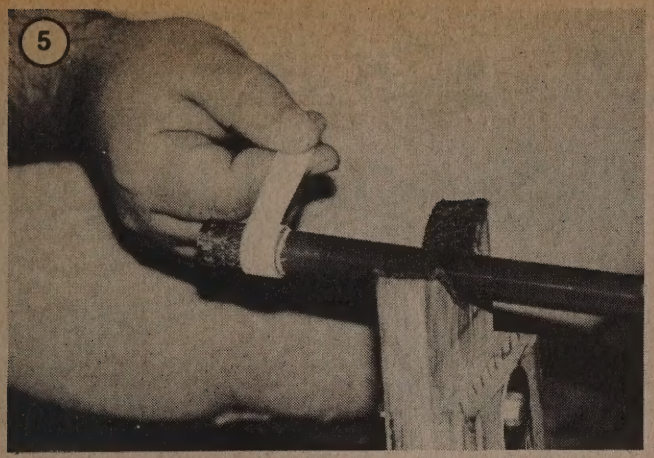
Photo Six: Lay the butt grip, reel seat and fore grip alongside the blank and mark their position with the grease pencil, then scuff the blank with the round file.

Photo Seven: Use Elmer's Glue (the yellowish glue, not the white),





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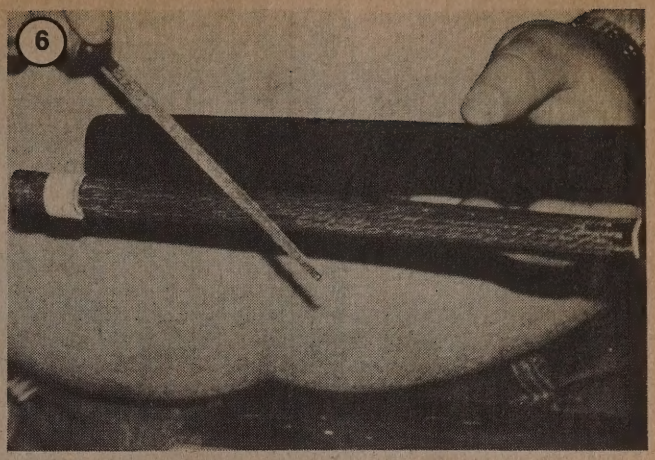
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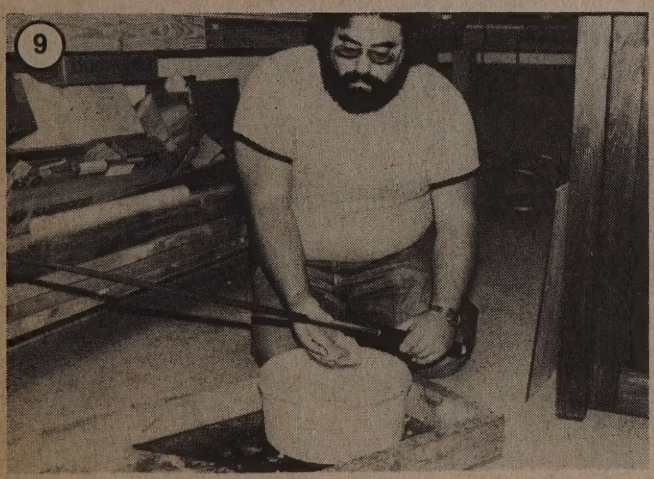
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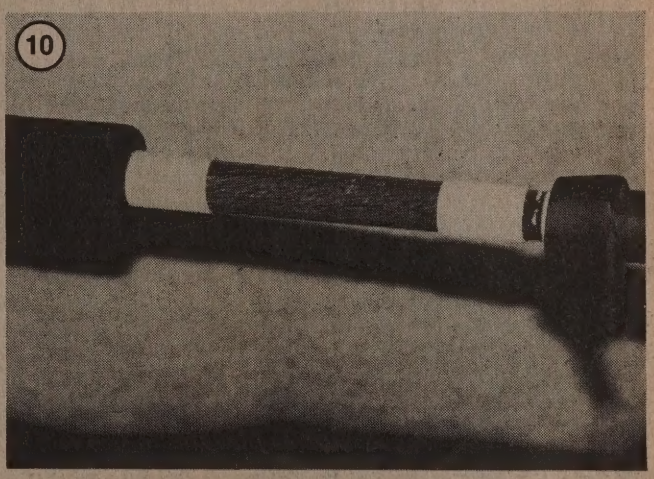
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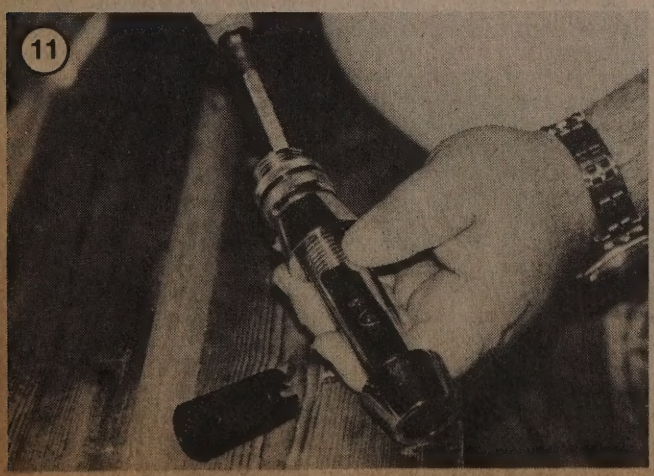
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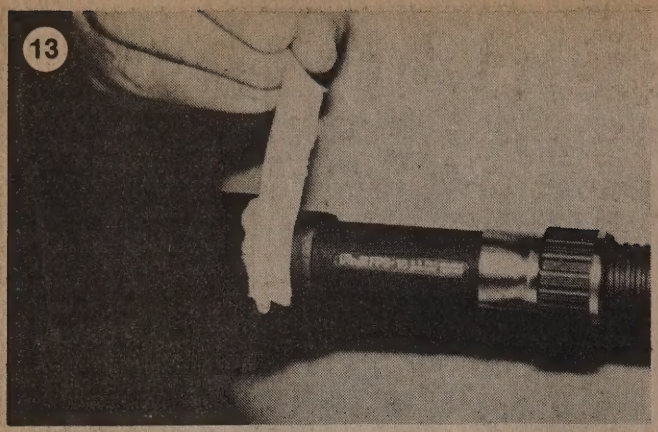
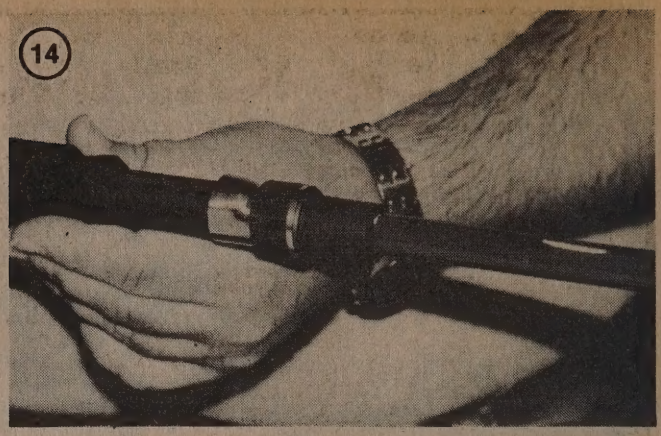
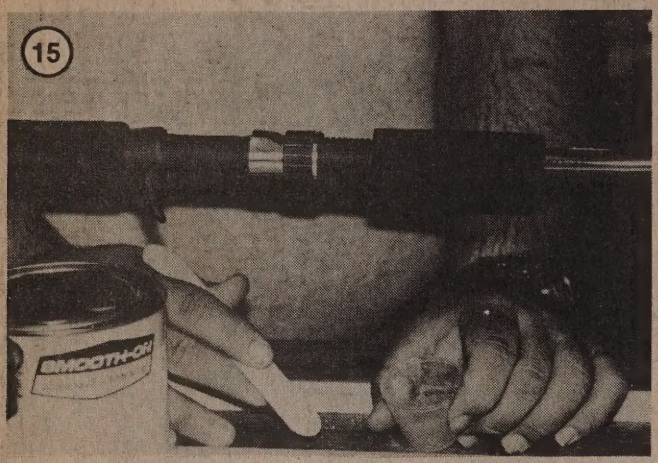
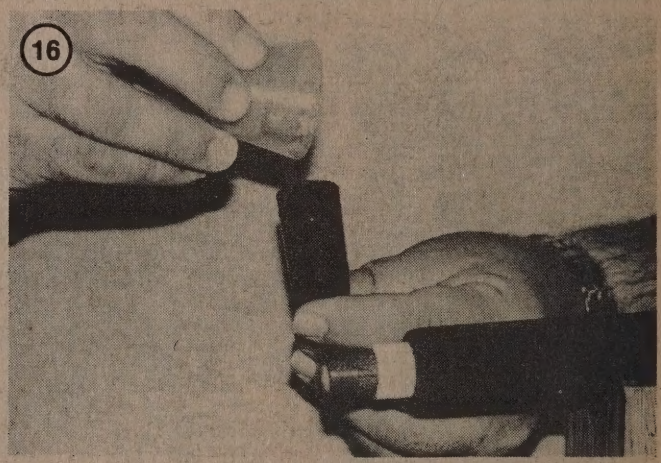








smeared all along the lower blank to secure the butt grip. Big game rods will require epoxy glue instead of Elmer's.

Photo Eight: Slide the butt grip down the blank and work it to fill the pores inside the grip with glue until the grip is snug on the rod blank, then with one fast smooth motion firmly (and with muscle) push the grip all the way down on the blank to the tape bushing for the butt cap. Don't stop to catch your breath—if you do the grip will be stuck halfway down the blank!

Photo Nine: After the grip is in place, wash off the excess glue. Note the wooden pan to catch the excess glue—not the basement floor.

Photo Ten: Use tape to build up bushings or shims so the reel seat fits snugly on the blank.

Photo Eleven: Use the round file to scuff the inside of the reel seat to be sure of proper glue adhesion.

Photo Twelve: Wrap a piece of tape around the end of the reel seat. Mix up a batch of epoxy and smear it onto the rod blank. Slide the seat slowly in place, adding more glue as you slowly move the seat into final position. Keep twisting the seat to spread the epoxy evenly along the blank.

Photo Thirteen: Once in position against the butt grip, unwind the tape to remove the excess glue. The tape protects the reel seat and gives you less to clean up.

Photo Fourteen: Line up the reel seat with the spline mark made earlier near the spot where the fore grip will be placed.

Photo Fifteen: Using more epoxy smeared on the blank, slide on the fore grip. This grip and the butt grip can be shaped after the glues have dried by twirling the blank on a lathe and using sandpaper to remove excess foam on the grip.

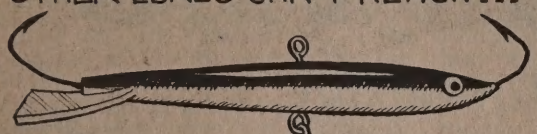
Photo Sixteen: Pour the rest of the epoxy, or mix a new batch, into the butt cap or gimbal. Slide the cap into place on the end of the blank. Some rod builders use masking tape run lengthwise up and down the blank to hold the cap, reel seat and grips in proper position while the glue cures.

Photo Seventeen: Melt ferrule cement with an alcohol lamp to glue the tiptop in place. Some rod builders wait to the very end after the guides are installed to do this. The choice is yours—now or later.

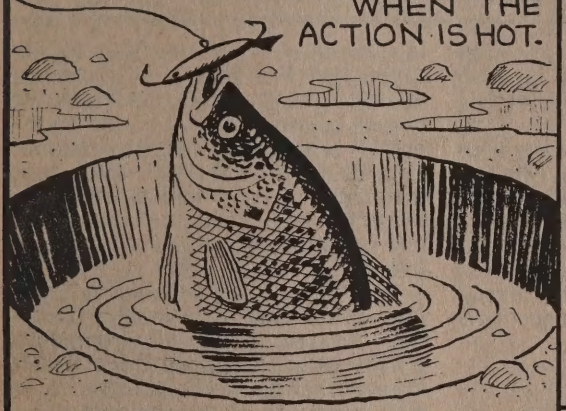
UNDER ICE JIGS, BAIT

BY FRED GUARDINEER

ICE FISHING JIGS ARE DEADLY IN DEEP WATER HOLES AND POCKETS OTHER LURES CAN'T REACH ...



JIG IN ACTION.. ..IS FASTEST WAY TO CATCH CRAPPIES WHEN THE ACTION IS HOT.

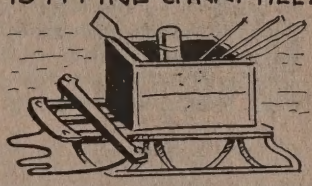


TIPPING A JIG WITH A PIECE OF MINNOW ALSO ACCOUNTS FOR MANY LARGE PANFISH CATCHES.

FOR BIGGER FISH A SWEDISH HOOK AND SMELT IS A GOOD RIG.

THE BEST TIP-UP IS THE UNDER-WATER REEL RIG THAT CAN'T FREEZE. FISH SUCH AS PICKEREL RUN SEVERAL YARDS BEFORE STOPPING TO SWALLOW THE BAIT. IF THE LINE ISN'T FREE SPOOLING YOU WILL LOSE YOUR FISH. IN FACT, MOST ALL FISH LIKE TO TAKE OFF AND RUN WITH BAIT.

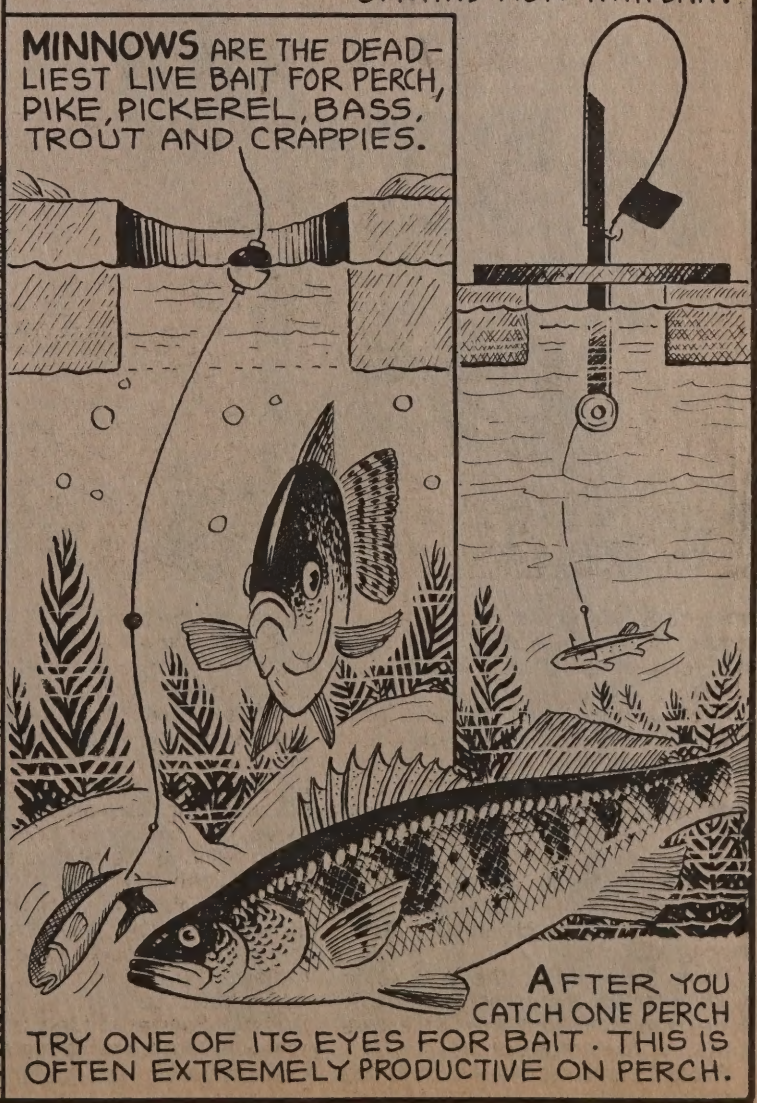
A CHILD'S SLED IS A FINE CARRY-ALL.



GRUBS AND WORMS ARE THE STANDARD UNDER THE ICE BAITS FOR BLUEGILLS AND OTHER PROWLING PANFISH.

GRUB TYPES: MOUSIES, MAGGOTS, MAY FLY, GOLDEN ROD, CORN BORER AND JUNE BUG LARVAE.

MINNOWS ARE THE DEADLIEST LIVE BAIT FOR PERCH, PIKE, PICKEREL, BASS, TROUT AND CRAPPIES.



AFTER YOU CATCH ONE PERCH TRY ONE OF ITS EYES FOR BAIT. THIS IS OFTEN EXTREMELY PRODUCTIVE ON PERCH.

COLOR THAT BASS TAINTED

by Marty and Jan Garrell

PCB and dioxin contamination may be reason enough to ban the noble striper from the commercial market.

Thanks to the generosity of an umbrella rig troller, our table was graced not long ago with a fine striped bass of about seven pounds, a fish we don't serve very often. Poached in white wine and served with a sauce made with meadow mushrooms, the fish was good enough to make us seriously consider stocking a section of the freezer with such schoolies. At least we thought so until we began gathering material for this article and realized how good chances were that we were eating a tainted Hudson River bass. Sadly, we rejected the idea.

The contamination of Hudson stripers with carcinogenic polychlorinated biphenyls (PCBs) that manage to work into the food chain from polluted sediments has been known for quite awhile. In fact, it led to the closing of that river for commercial bass fishing seven years ago. This fall, however, New York State Health Commissioner David Axelrod announced that, in addition to PCBs, the potent toxin, carcinogen, and mutagen, tetrachlorodibenzo-paradioxin (TCDD or dioxin) had also been detected in measurable quantities in Hudson bass, thus putting another nail into the coffin of that commercial fishery.

Marty Garrell shows a small blue and a school bass taken off Montauk. Bass of this size, if they are Hudson River fish, may contain PCBs and traces of dioxin.

Byron Young, the fisheries biologist who runs tagging studies for the State Department of Environmental Conservation (DEC) at Stony Brook, figures that some 50 percent of all bass in the Northeast originate in the Hudson, in accord with a Texas Instruments study recalculated by Webb Van Winkle at Oak Ridge. Young told us that four-year-old bass from the Hudson's 1978 year class now make up most of the group which constitutes the Long Island fall run. They range in size from sub-legal shorts to 25 to 26 inch schoolies. However, because some Chesapeake bass mix with the Hudson fish and because some bass spawned in the Hudson grow up in other areas without returning to that polluted stream, there's no way of knowing **a priori** what levels of PCBs or TCDD a given fish of any size contains. "Probably," said Young, "the average for the Island is less than five parts per million (ppm) of PCBs (the level which triggers alarm bells from the Health Commissioner and stern warnings not to eat more than one meal of that fish per month) because of other fish introduced (in our waters) and the growth of fish in areas other than the Hudson. This year, the average in Hudson fish was up—over the 4.89 ppm from last year (an article in the **New York Times** in October put the level at 5.59) and dioxin was found, too."

Both PCBs and dioxin are chlorinated hydrocarbons, relatives of DDT. The former come from plastics, especially from dielectric materials used in electrical equipment. TCDD or dioxin comes from diverse sources. Ever since Vietnamese villages became part of a grisly defoliation experiment conducted with Agent Orange, which contains traces of TCDD, Viet villagers and vets alike noticed symptoms of dioxin poisoning ranging from liver damage and skin

rashes to birth defects. Small amounts of TCDD can be released from the stacks of incinerators or resource recovery plants when incineration temperatures are too low, and dioxin emerges as a waste product in the manufacture of the antiseptic, hexachlorophene, as well as chlorophenols. But the fascinating thing about dioxin isn't the chemistry—it's the potency of the chemical. Known effects from TCDD poisoning show up at the 10 parts per trillion level; in other words at 1/500000th of the level at which PCB warnings are issued. In a sense, dioxin is about half a million times more hazardous than PCBs!

In 1982 when 10 Hudson bass were tested for dioxin, eight had concentrations above the danger level, according to the same **Times** article cited herein. We asked DEC's research chemist, Ron Sloan, in Albany about the problem of testing for such low levels, and he explained that, as with many organic contaminants, gas chromatography and high resolution mass spectroscopy are used with accurate internal standards. "'It's ultra-sophisticated. The technicians themselves are true scientists... We take a standard fillet from one side up to the dorsal, include belly fat, and keep the skin intact because many people (cook and) eat fish with the skin."

When queried about indications of higher levels of contaminants in fatty tissues, Sloan expressed some interest. "It's probably true; we've been discussing it, but nobody has ever done that study of fat-lipid content versus dioxin in organisms. Provided the lipid relationship is the same" as for other ogranic chemicals, one could extrapolate from findings for other organic contaminants like DDT or Mirex and perhaps advise gourmets to skin fillets, to discard belly strips, and to avoid frying or basting the fish with oils.

One of the biggest problems with any chemical analysis, of course, is sampling statistics. To get a meaningful average and standard deviation for organics in fish tissues requires at least 30 and preferably over 100 specimens. When DEC's analytic chemist at Stony Brook, Jack Foehrenbach, and colleagues tested PCB (Arachlor) levels in a variety of Long Island food fishes in recent years, they collected about 1000 fish between the lower Hudson and the East End with a large number of fish from the city line west. Over 500 of the fish were analyzed; in that analysis, 91 percent of the stripers had more than 2 ppm PCBs while 105 bluefish gave an average of 1.56 ppm. Numbers ranged all the way from eels at 2.05 ppm and weakfish at 0.71 down to fluke at 0.24 and blackfish at 0.11. This analysis seemed to establish a good statistical correlation between high levels of arachlors and the munching of predatory fish on organisms high up in the food chain as well as the stay-at-home tendencies of various species. Those fish that stick close to polluted rivers and fatten on smaller fish are prime suspects for contamination with PCBs.

But what about contamination levels for bass taken east of the city, say from Eaton's to Montauk? Obviously, as Young suggested to us, "More intensive sampling is required. You can't just grab 20 here and 10 there. It doesn't give a good data base." Moreover, even though the PCB picture can be clarified by good sampling statistics from several points, it's highly unlikely that the same statistics can be obtained for dioxin simply because of time and costs. Sloan informed us that analysis for TCDD runs anywhere from $1000 to $3000 per individual sample. Hence sampling 100 stripers from three stations for dioxin could cost as much as $900,000, which would be tough on a state budget and hardly of interest to a federal administration that prefers to postpone environmental problems.

Other tantalizing questions are those of extrapolation and duration of the problem. Can we say that other food fishes are less contaminated with dioxin than stripers just because PCB tests show that trend? Probably not without another series of tests. Can we say that large bass are more tainted than small ones just because they have had more time to ingest contaminants? Not really, unless we know that they're Hudson fish and not Chesapeake stock. Can we say that PCBs and TCDD, like DDT, will persist in the food chain for **only** a decade or so after sources of contamination like sediments are removed? Again, probably not. Jack Foehrenback thinks that "PCBs stay in fish much longer than DDT. Electron capture gas chromatography gives a night and day difference in behavior." As for dioxin persistence, as Foehrenbach says, "Nobody knows the answers."

How ironic it would be if striped bass were eventually banned from eastern commercial markets because of contamination. Man's tendency to foul his own nest would then solve the problem of saving the striper by taking pressure off what seems to be an over-fished, beleaguered sport fish, and bass populations might bounce back. Even if such a commercial ban were years in the future, the gourmet who shuns mutagens and carcinogens in his or her diet, would be well advised to eat only modest amounts of bass, to avoid whole stuffed fish in fancy restaurants, to skin his or her own fillets, and to throw fatty belly strips and dark muscles along the lateral lines away.

As far as our own table is concerned, we'll succumb to temptation and put fresh bass on the menu occasionally. However, we'll go back to stocking the freezer with flounder!

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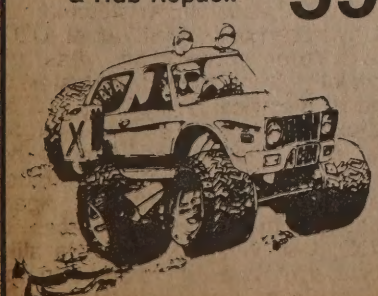

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A VERSATILE MARKER BUOY KIT

by Stu Miller

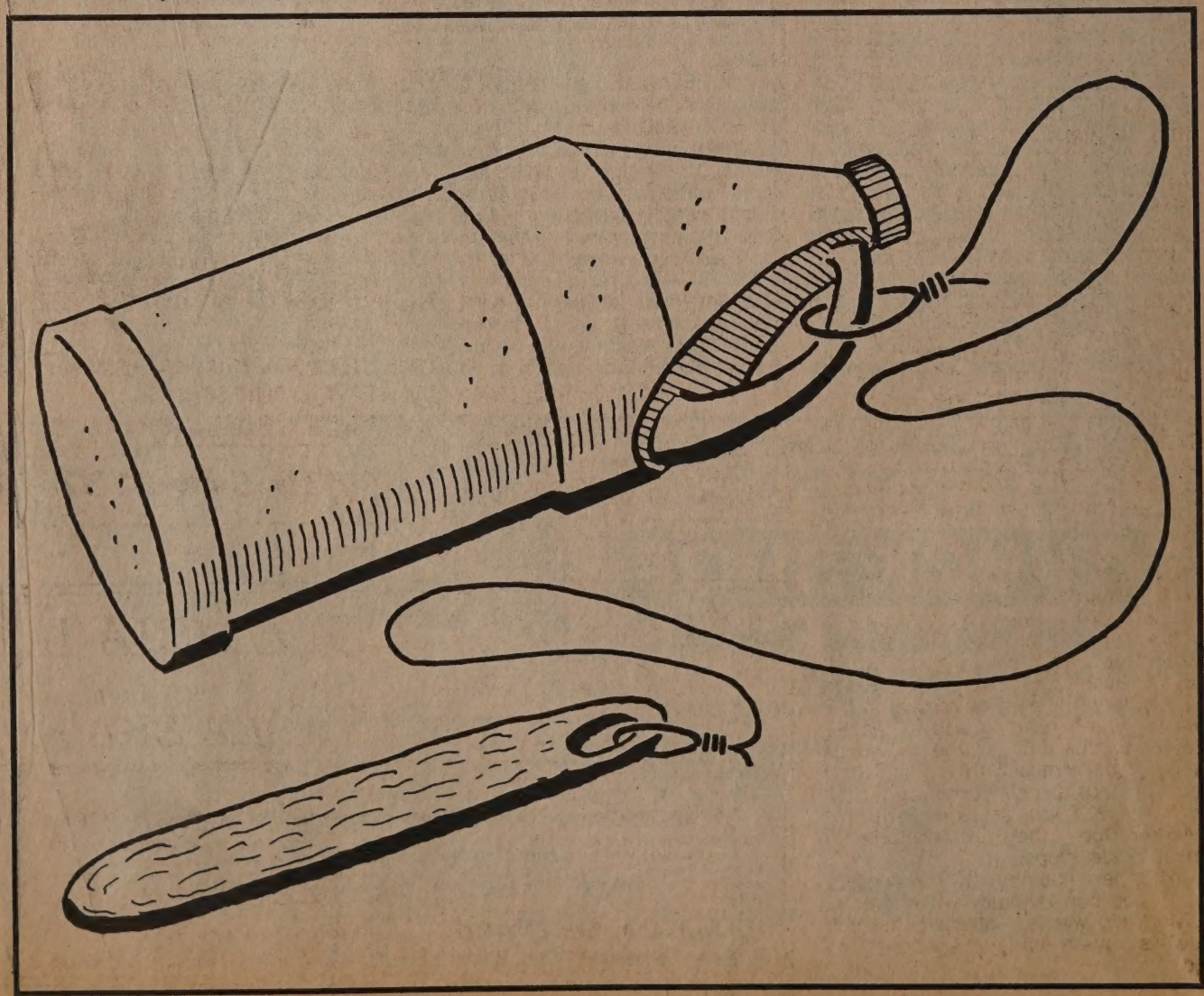
This extremely simple yet valuable aid is certain to help put more fish in the box.

As most boat fishermen are probably aware, staying atop a productive piece of bottom is often the key to putting away a decent catch. Whether you want to put your bait down on a wreck, a particular piece of a wreck, a lump, a depression, a bar's edge, rocks, mussel beds, a deep hole, or just a spot where you got hit while on that last drift, you want to be able to pinpoint and mark that spot, so that you'll be able to return to it and stay on it.

The best way to mark your spot, once located by ranges, a recorder, a hit or a fish, is to immediately drop over one of these inexpensive, easy to make, marker buoys. Although negligible in cost and a cinch to build, a marker buoy's value in catching fish can't be under-estimated.

Your marker buoy consists of three basic components, the first of which is a Chlorox or anti-freeze jug. This needs no elaboration, except to be aware that it should be of a color that is easily seen in the water (yellow, red, or white). If you lean toward the paranoid, and don't want to let passing boats know you're on a hot piece, substitute a much smaller and less conspicuous buoy, such as a small piece of polystyrene or a small chunk of wood, etc. Of course, what's tough for others to see will call for some sharp eyeballing on your own. Conditions and the situation can dictate the float material and size thereof.

The weight, component #2, can be a large sinker, a sashweight or a bridled brick. The main idea is that it be of



sufficient weight to hold fast to the bottom and not "walk," even when the tide is ripping. If you go the brick route, it should be pre-tied like a cake box from the bakery. Use either heavy line or a wire harness, with a loop formed at the top, which the attaching line will go through.

Last, but not least, we come to the line, which can be monofilament, braided nylon or dacron in the 40 or 50 lb. test range. Mono gives the least water resistance, and I would recommend it as a first choice. If you fish the bays and inlets, keep several lengths of line in your marker buoy kit to correspond with the various depths you'll encounter. For example, in the Jones Inlet area where depths to 40' may be encountered, I'll have a few coils to 40' broken down into 5 foot increments and stored in marked envelopes. Finding a piece I want to fish in 30 feet of water with no tide running, on would go the 30 or maybe the 35 foot length of line. If the tide were moving along smartly, on would go the 35 or 40 foot length, so that the buoy wouldn't be pulled under in the ripping water and rendered useless and irretrievable.

The same applies to the depths beyond the inlets, but here let's go with 10 foot increments in the line length instead of five feet. Common sense dictates that you know your depth and don't use too short a line, for the reasons just mentioned. The measured coils of line should have a large "sinker loop" tied into each end, one to attach the weight and the other to attach the buoy. Each coil of line should be kept in an envelope marked with its length for quick and easy identification. A simple plastic bucket can house weights, line and marker and keep it all in one place.

Ideally, have the buoy ready to go prior to getting to the place you want to mark, with the line wrapped around the jug. When you drop it in the water, the line, being pulled down by the weight, will spin right off the jug with no tangling, knotting, etc.

A couple of jugs completes the kit. The correct size marker buoy can be put together in less than a minute if you've got all the "fixin's" on board. Very little effort and very big rewards.

If you'd rather plunk down a few bucks and let someone else do the work, Blue Fox (Div. of Normark) makes a great little marker buoy in a yellow cylindrical form for use in waters up to 50 feet in depth which automatically pays out just enough line to keep the marker vertical in the water. You'll have to add a heavier sinker to this unit, as the six ounce sinker that comes with it just won't cut the mustard in our strong tidal waters. Known as the Pinpoint Marker Buoy, they are available in most tackle shops.

And there you have it. The concept and operation: simple, yet effective. "Mark my words," sharp fishermen always have a marker buoy ready to go.

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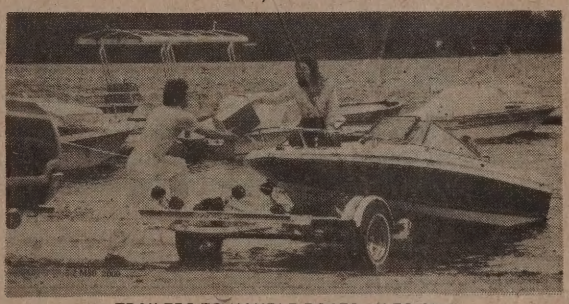
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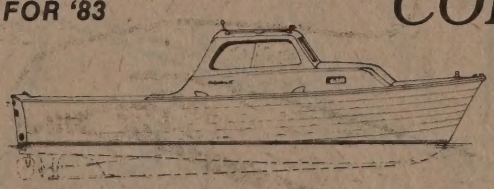
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THE ADVANTAGES OF STERN CONTROLS

by Capt. John DeMaio

Stern controls are often the only missing ingredient on boats billed as "fishing machines."

In the past several years, boat manufacturers who build boats for fishermen have been using the catch phrase of "Fishing Machine," to describe their boat. In the spirit of competition, some refer to their offering as the "Ultimate Fishing Machine," though I have yet to see a manufacturer build in, or even offer, a stern control system. I believe this fault lies in the fact that few builders and dealers are serious fishermen. If so, we would have stern controls on the market. Don't for a moment believe that with a console only five feet from the transom there is no need for a tiller bar. I will explain why.

Anglers with good credit and financial wallop can afford the "Ultimate Machine." The Ultimate has everything the Machine does plus a flying bridge and an extra 500 horsepower; but here, too, no stern controls. At least with the outboard the angler can venture forth alone for a day's fishing. An extra hand is needed to dock the larger craft as well as for fishing. Trolling is a particular problem. Running up and down the bridge to get at your tackle is awkward. Throw in some heavy fishing traffic and it is **bananas!** A senior citizen at my dock has such a

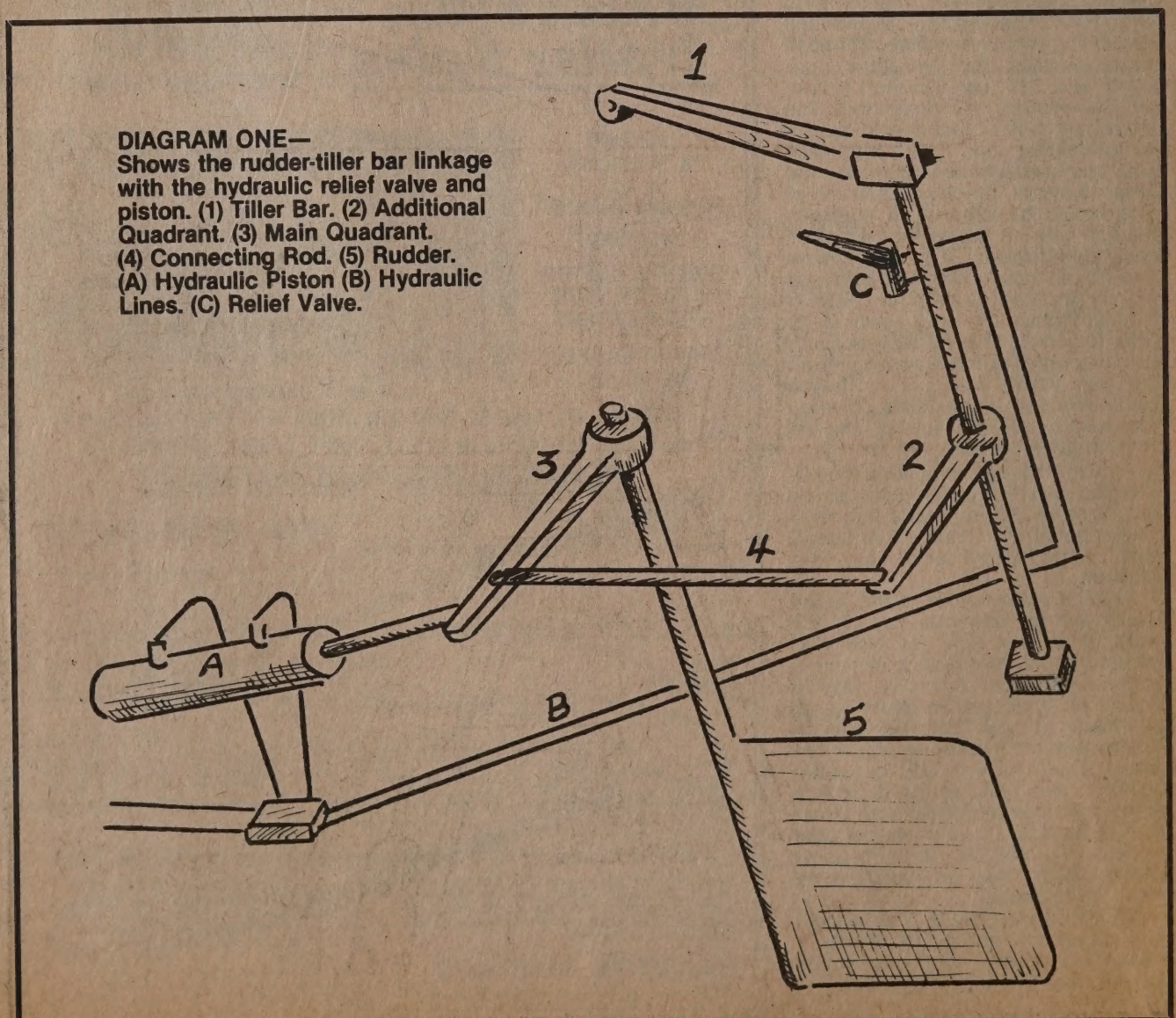

DIAGRAM ONE—
Shows the rudder-tiller bar linkage with the hydraulic relief valve and piston. (1) Tiller Bar. (2) Additional Quadrant. (3) Main Quadrant. (4) Connecting Rod. (5) Rudder. (A) Hydraulic Piston (B) Hydraulic Lines. (C) Relief Valve.

boat. Several days this summer he was left at the dock on days he intended to be fishing because his fishing buddy never showed.

Stern controls are not for everyone and not needed everywhere, but certain methods of fishing demand their use. I'm sure no one can disagree that 90 percent of the fishing action takes place in the stern. So that's where you are! Why not be able to control your boat from there? Most anglers can work around the absence of stern controls with success. Some very successfully; but there are days when that tiller bar is sorely missed.

Specifically, the methods of trolling, and stemming the tide require controls at the transom. One should be able to handle fighting a fish and the boat at the same time. With the tiller bar placed between your legs, your hands are set free of the steering wheel and are able to work the fish. With the throttle and clutch control handy, the angler can regulate his speed as seen fit for the fishing and to avoid possible collision. All these maneuvers can be performed while handling a rod.

Outboards are difficult to control when trolling in strong tides or on windy days. Under such conditions, quick changes in rpms and responsive rudder control will save that rig from hanging the bottom. Remember, with a tiller bar, your hands are free to hold the rod. Upon feeling the rig begin to bounce bottom, a few fast turns on the handle will work better than an rpm change to prevent a hung line or grass-covered lure.

At Montauk the method known as stemming the tide combined with heave and hauling the lure (usually a diamond jig), is an effective and exciting method of fishing. Strong tides make this possible. Leaving your boat in gear and usually at the lowest idle, you place the bow into the tide. The two opposing forces of strong tide and low rpm will allow the boat to behave in an anchored type position. That is, if you can control your boat and keep it there and continue to fish at the same time. With the ability of hanging there, an angler has the opportunity of staying **over** the fish.

After years of watching outboard boats trying to stem the tide, I can say that it is almost impossible. I say almost, only because of those rare days when conditions are perfect and maneuvering is a snap. Even the most skillful boat operator cannot work a lure up and down and stem. Your hands can only do one thing at a time. The moment you let go of the wheel, your shallow draft outboard boat begins to slide sideways and falls off the spot in seconds. If you hang on to the wheel you do not work your lure correctly and even though the boat is well placed, your lure is a waste because it isn't being fished. Most solo outboard jockeys eventually give it up and try drifting **over** the spot. If two or more anglers are on board, the men take turns operating the boat while the others fish.

Most inboard boats have a keel. This can help a no stern control boat to maintain position into the tide better. Not much better. The problem becomes universal. You cannot use your hands to work your tackle and boat effectively at the same time.

So convinced am I of the importance of stern controls, that I have placed

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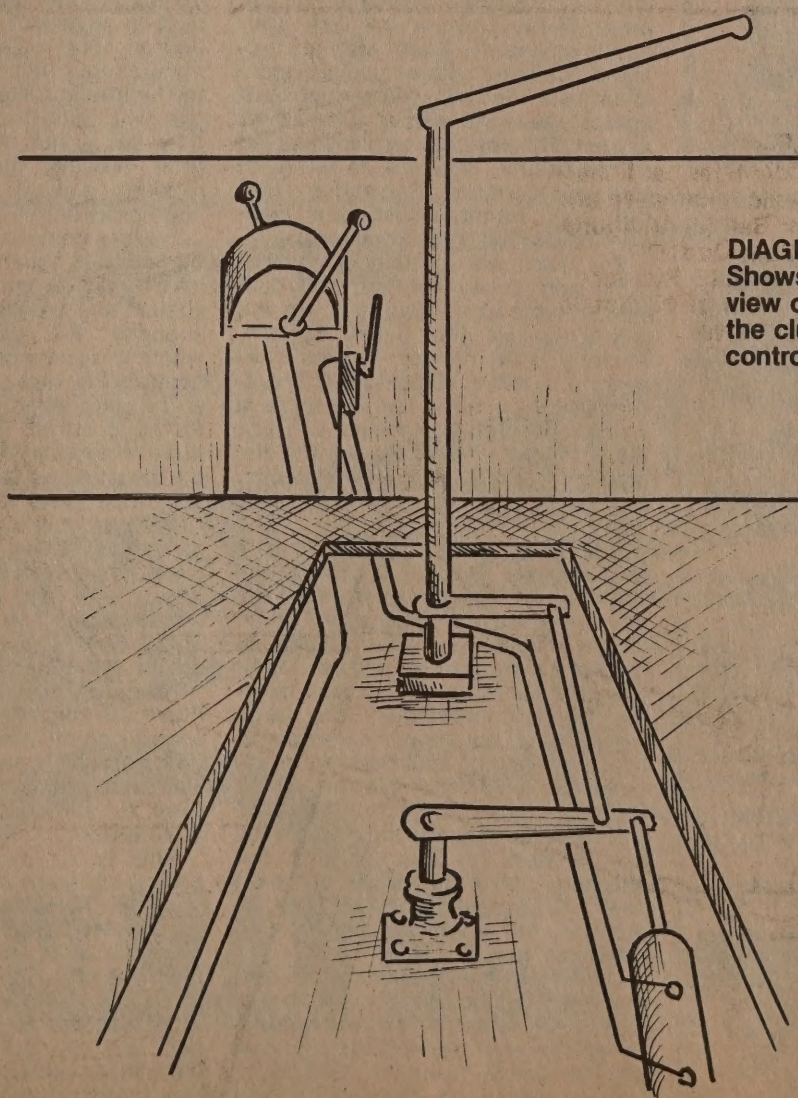

DIAGRAM TWO— Shows a cutaway deck view of diagram 1 with the clutch and throttle control included.

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stern units in all of the boats I have owned. From the basic outboard to the present 30 footer. Some required elaborate structural changes and expense. This was never a deterrent. Now more than ever, I am convinced that any boat that can't be operated by one man does not deserve the title of "Fishing Machine."

In the beginning, the first few boats of mine were manually operated outboards. Because of the location of the outboard motor upon the boat, stern controls came automatically. As the outboards grew bigger, electric controls came automatically. As the outboards grew bigger, electric controls began to make a stern throttle and clutch more difficult to apply. I once had an electric 40 horse that had a handle but the controls worked out of a box. The boat was a 19 foot wooden Lapstrake with windshield and forward station. I eliminated the forward station and placed the box in the stern well. The boat was steered by the outboard handle.

Let's look at the problems of creating a stern system on outboards. Number one is the steering. Nearly all outboards come equipped with teleflex. Although this system is smooth, effective and easy to install, it has one major fault. You cannot turn your motor against it. Even with an outboard equipped with a special handle to act as a tiller bar, you cannot push against the worm gear in the teleflex system. The **pin** must be disconnected at the engine. Now you're left with only your stern unit. Two stations that can work simultaneously are best. Still we can live with the pin deal.

For those who remember the old cable and pulley method, the dual station came easy. You can turn the motor against the pulley system, thereby offering two helms that operate together. Rigging a big outboard with a tiller bar presents a hazard. A quick acceleration can kick the outboard to the side putting the boat into a sharp turn and this action can easily toss the operator overboard.

Hopefully, a representative of a teleflex type steering company can engineer a steering system that will solve all of the problems. While we're on the hopefullys, why doesn't an outboard manufacturer provide for an alternate station of clutch and throttle. To my knowledge, the large outboards do not allow for improvisation. Jury rigging is almost out of the question with this system. With today's advanced technology and sophisticated engineering, I don't see any reason for not having the alternate control stations for outboard boats. Obviously there has been no demand, but where there is a will, there is a way.

Inboards, because of size and placement of power, provide better means for adopting stern controls. Except for stern drive boats I believe any boat can be fitted for stern units. Desire being the motivation and money the problem! Fuel tanks can be moved, steering systems changed and needed alternations below decks can be handled safely.

Inboard boats have three basic types of steering: mechanical, hydraulic, and teleflex. Various manufacturers install any one of these three for reasons ranging from ease of installing, expense and intended use. Intended use meaning work load.

Mechanical adopts itself easily to a stern tiller bar. This steering consists of a main helm and several gears connected to a long rod that pushes and pulls the quadrant arm. The rod and gears are below decks. This steering will not fit all boats and is impractical in a large rudder boat.

Teleflex is easy to install and not too expensive. The teleflex cable can be snaked to the quadrant arm easily. Two or more helms can be hooked into the teleflex system. Here again, like the outboard, the **pin** must be removed to free the rudder to permit the use of a tiller bar.

Hydraulic is now the number one accepted system in larger boats. It has the similar feeling of your automobile's power steering, regardless of speed or work load. Multiple helm units are a snap at installing by merely running the tubes holding the fluid to anywhere desired. Many six figured sport fishing boats have as many as four helm stations by way of the hydraulic system. In boats of this size with such tremendous power, a tiller bar is not recommended. Who could possibly turn the rudder, or rudders, against the thrust of the huge propellers?

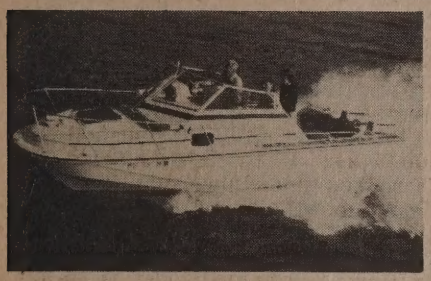
Besides being an expensive system, the same problem as teleflex exists here also. You cannot turn the rudder against the system. It must be disengaged. But unlike the teleflex, where to disengage the system means going below decks to remove the **pin** at the point where the cable connects to the quadrant arm, the hydraulic drive requires a **relief valve** which can be positioned at the operator's fingertips above the deck. Of course, this leaves only the use of one station at a time, but as stated before it is something you must learn to live with. The throttle and clutch controls are morse cables and adapt to multiple units. Getting them to work as one can be difficult, but possible.

Included are two diagrams to illustrate how I have set up stern controls on my boat, the "Vivienne." Some obstacles had to be overcome—such as cutting another hatch into the deck to allow for installation and maintenance.

This is an over-simplification of setting up stern controls. More was involved here than mentioned. It should serve as an idea of what can be done. To cover every possible installation would require a volume of print and diagrams. A knowledge of boats, materials and mechanical skills will help you in doing the job right. Remember this: on a boat, the cheap way can end up the most expensive way. Do it right, and do it once.

NEW PRODUCTS

Expanded especially for the Boat Show Issue, this weeks department features a sneak preview of what's available on the marine and tackle market for 1983.



BOSTON WHALER REVENGE 22 FOOTER

Boston Whaler's® tough 22-footer has one important difference: a big, tame cabin.

The Revenge 22 is designed for families whose safety standards call for nothing less than the absolutely unsinkable Whaler hull, and whose comfort standards require a beautifully-finished, enclosed living space. But for all the comfort and luxury of its two-berth interior, the Revenge 22 is still first, last and always a real Boston Whaler.

"We know that if the Revenge 22 wasn't prepared to run the roughest water with absolute confidence, people who know boats wouldn't be prepared to buy it," said Marketing Vice President, Bud Reed. "What made the Revenge 22 concept possible," Reed said, "is our new, fully-foamed V hull—rugged and powerful enough to meet our standards of an offshore boat, yet soft riding and dry."

When you look into the cabin, you find:

- Solid teak exposed details, such as doors, rails, gunwale boards and locker trim.
- Interior wall scheme of soft, foam-baked, burlap-textured fabric.
- Two 7-foot V berths with surprisingly luxurious head and leg room.
- Full sitting height and inviting ambience for lounging.
- An ingenious L-shaped wood cover that does triple service as a berth divider, a raised lunch or chart table, or a cover for a portable marine head.
- A large open airy Lexan hatch through which a person can reach the anchor bitt, windscreen and both rails.

Like all Whalers, the Revenge 22 carries a unique 10-year hull warranty. And although it offers complete cabin comforts, this Whaler is true to its fishing machine heritage—with underdeck teak rod holders. And a large teak-covered fishwell/beverage cooler set into the stern.

The Revenge 22 is available as either an outboard or an I/O, both with 70 gallons of fuel in underdeck tankage.

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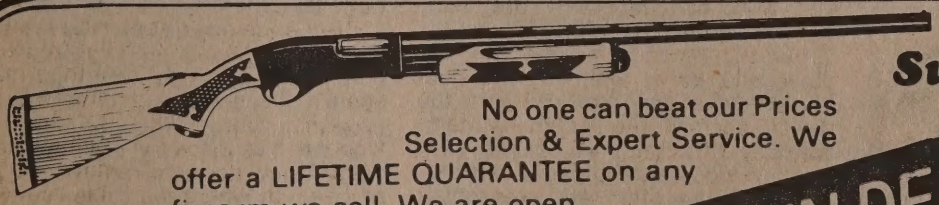

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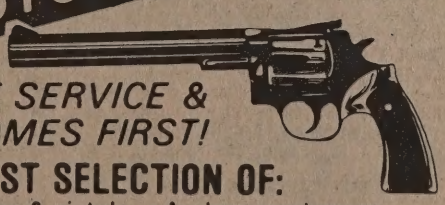

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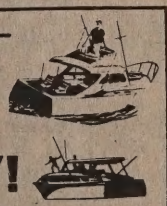

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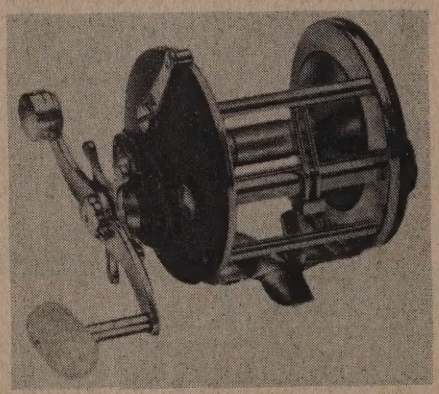
the finish the rod manufacturers and custom rod builders obtain, you must have some means of turning the rod during the curing time to prevent a sagging or irregular finish.

That's where the CURE MASTER, an exclusive from Pfeiffer's Tackle Crafters comes in. It consists of a stand mounted low rpm motor with universal rod-holding chuck, and a separate stand to support the other end of the rod. The 4 rpm motor with the special chuck to hold any rod from ultra light fly to 130 pound class IGFA trolling, turns the rod to prevent sagging during the epoxy curing time. The separate stand with non-mar plastic rod holder, supports the end of the rod.

Tests have proved the CURE MASTER superb and widely accepted by serious rod builders. It is used in the shops of Pfeiffer's Tackle Crafters for their own rod building.

The CURE MASTER, complete with instructions, is available for $24.95 plus $2.45 shipping and handling from Pfeiffer's Tackle Crafters, 14303 Robcaste Road, Phoenix, Maryland 21131; (301) 667-6464.



PENN'S 209 A BASIC REEL

Here's a basic, "meat and potatoes" reel every fisherman should include in his arsenal of tackle. Penn's 209 series features a positive Level Wind device that's an integral part of the reel's rugged construction.

The 209 series is available in two models: the 209MS, with a reel stand for saltwater rods, and the 209MF, with a smaller reel stand to fit smaller freshwater rods. Besides the stands, the two reels are identical, with features including stainless steel spool and gears, smooth star drag, full free spool action and counter-balanced handle with an oversize torpedo grip.

Each Penn 209 is built with corrosion and weather resistant hard chrome finishes, weighs 19.5 oz. and holds 350 yds./20 lb. mono. Even a spare pawl in the left sideplate. Gear ratio 3-1. Left-hand models available.

For a full color catalog on Penn's line of Level Winds and its entire line of conventional and spinning reels, write Penn Fishing Tackle Mfg. Co., 3028 W. Hunting Park Ave., Philadephia, PA 19132, or phone (215) 229-9415.

DU PONT INTRODUCES CLEAR "STREN"

The DuPont Company which built its Clear/Blue and Golden Stren fishing lines into the top-selling lines in the tackle industry, has introduced a new low visibility Clear "Stren."

The new line is packaged in a green carton, while the Clear/Blue Stren will continue to be sold in a lavender package and the Golden Stren in a yellow carton.

"The new Clear Stren maintains the same superior balance of properties as our Clear/Blue and Golden Stren, except that it is a low contrast line," said Dr. J. Frank Cogdell, head of DuPont's fishline business.

"It is our feeling that more and more fishermen are learning to use the visibility of Clear/Blue and Golden Stren to become linewatchers and enhance their fishing skill," Dr. Dogdell said. "There's ample evidence of this, including the increasing position of Stren as the market leader in fishing line sales, as well as the dozens of new records and trophy fish caught each year on Stren.

"For example, in the 1981 Sports Afield magazine trophy fish awards announced just a few weeks ago, four times as many trophy fish were caught on Stren as the number two line. The report from Sports Afield virtually duplicated its report for 1980 in which Stren led the number two line by four to one.

"Nevertheless, we recognize that a portion of the market remains committed to a low visibility fishing line. t is for that market that DuPont is making Clear Stren," he said.

DuPont introduced the Clear Stren at the annual exhibition of the American Fishing Tackle Manufacturers Association (AFTMA) in Las Vegas, Aug. 5-8. It will be on tackle retailers' shelves by late fall.

DuPont has been test marketing the new Clear Stren for several months, notably in southern California, the Texas Gulf Coast, Florida, and the Great Lakes. It already has produced a number of newsworthy catches, including a 320 lb. striped marlin caught on 29 lb. test line last Oct. 20 by Susan McCarty of San Diego. That catch was only 20 lb. shy of the line class world record. Some other major catches on Clear Stren have included a 75 lb. bluefin tuna, landed on 25 lb. test line by Irv Grisbeck, who skippers the Sundown out of San Diego, and a 36 lb. white sea bass landed on 20 lb. test line at Catalina by Dave Radar of Los Angeles.

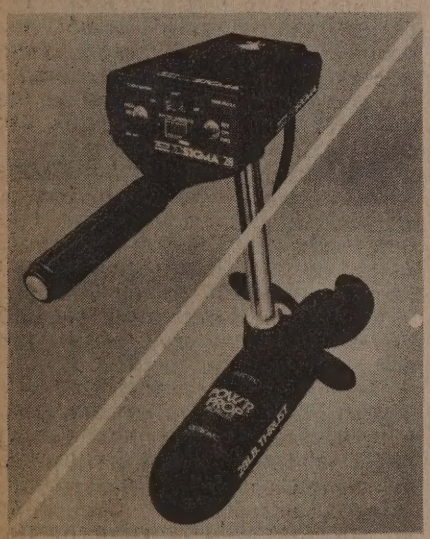
DuPont which invented nylon monofilament in 1939, introduced Stren in 1958 as the tackle industry's first premium quality monofilament fishing line. Sales of the line started increasing after the company added its new patented fluorescence to the line in 1962. Stren became the industry's top selling premium monofilament about five years ago, and it has been increasing its leadership every year.

DuPont's patent on the fluoresence in line expired in 1979, and more fish lines with fluorescence are now beginning to appear on the market.

Dr. Cogdell said the industry's response to Golden Stren, which DuPont introduced in 1972, has been very positive.

"Over the last several years, Golden Stren has maintained about 20 percent of the sales for Stren overall. That means, if it were a separate brand of fishing line, it would be the third leading brand of line in America, behind only Clear/Blue Stren and one competitive brand," dr. Cogdell said.

"The role of new Clear Stren will occupy a special slot in our product mix. We expect it will build a loyal following of its own, just as our colored, fluorescent lines have," Dr. Cogdell added.



SIGMA ELECTRIC MOTORS UP TO 28 LBS. THRUST FROM A SINGLE 12-VOLT BATTERY

New electric motor technology has been applied to nine Sigma electric outboards from Shakespeare, including the only electric motor to deliver 28 pounds of consistent direct thrust from a single 12 volt battery.

The Sigma 28 incorporates Shakespeare's exclusive four pole motor design. A three-bladed 6½' diameter Pow'r-Prop (TM), matched and balanced to the power unit, produces the most efficient power-to-thrust ratio of any 28 lb. thrust motor on the market.

The Sigma 28 comes with three separate speed settings, separate forward and reverse switches and a co-pilot clamp for hands-off opera-

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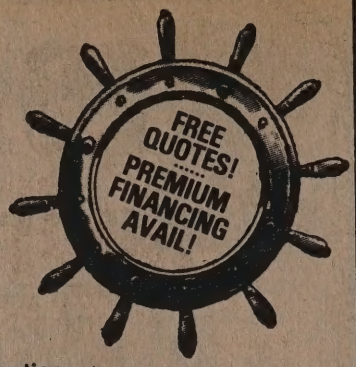

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tion. It is available with either transom, deck or remote-controlled bow-mount.

All Sigma electric motors from 12 to 28 lbs. thrust have Shakespeare's computer-designed Pow'r-Prop prop, which produces one of the most efficient power-to-thrust ratios, while an exclusive cooling system and permanent magnet allow for the use of fewer amps per burst of power. Sigma motors run cooler, quieter and longer. Most Sigma electric outboards contain built-in circuit breakers which practically eliminates the chance of damage if the motor is stalled by weeds or line. A special formula zinc anode protects some of the motors from saltwater corrosion.

For information, visit Shakespeare at the NSGA Show (booths 2018-2023 and 2118-2123) or contact Don Sturdevant, General Sales Manager, Shakespeare Fishing Tackle Division, P.O. Drawer S, Columbia, South Carolina 29260; 803-754-7342 or 800-845-2680.

HUMMINBIRD'S SUPER THREE-SIXTY

Officials for Humminbird Depth Sounders, a division of Techsonic Industries, announced the introduction of a new flasher unit, the Super Three-Sixty, to their 1983 produce line.

According to company spokesmen, the Super Three-Sixty is a dual-purpose unit that features an easy-change range control switch. This allows anglers to choose between ranges of 0-60 feet and 0-360 feet (60 fathoms) with the flip of a switch. The dual range is ideally suited for anglers who fish deep as well as medium-to-shallow waters.

The Super Three-Sixty also features an adjustable audible alarm device to alert boaters of potential underwater hazards or the presence of underwater targets. The depth alarm control and display control are separated on the face of the unit for easy adjustment.

Housed in a heavy-duty Lexan case, the Super Three-Sixty is fully waterproof for protection against rain, spray or saltwater. This flasher also features 4'' target separation display, a super-bright thin line flasher, night light front panel, 2'' transom mount transducer, crystal control oscillators and ceramic filters for a locked-in performance level for the life of the unit, and Humminbird's Lifetime-Guaranteed Service Policy.

SHIMANO'S 1983 FISHING TACKLE CATALOG

1983 will again see new rod and reel performance standards issued for the tackle industry—courtesy of Shimano, the world renowned leader in precision gear engineering and production. ''Tomorrow's Tackle...today'' is much more than just another company slogan. At Shimano, it reflects the company's attitude toward a continuing tradition of providing today's fisherman with the most advanced fishing equipment available in the industry. Their reputation is well established in the angling world: the revolutionary Quick Fire bail trigger, for one-handed bail opening, has changed spin fishing forever: Super Gears, appropriately named, have added a whole new big fish, light tackle dimension to the world of baitcasting reels; high energy Graphite Karate Sticks and ultra sensitive Boron rods are just other examples of Shimano's ingenuity. 1983 will see the introduction of future trend setters:

Shimano makes the magnetic reel—**Bantam Mags**, virtually backlash free casting with the most refined magnetic spool control system on the market today.

The Bantam Mag Plus—the most advanced baitcasting reel in the world. Features are so extensive, so impressive, a special two-page layout is set aside in Shimano's 1983 Catalog for their debut.

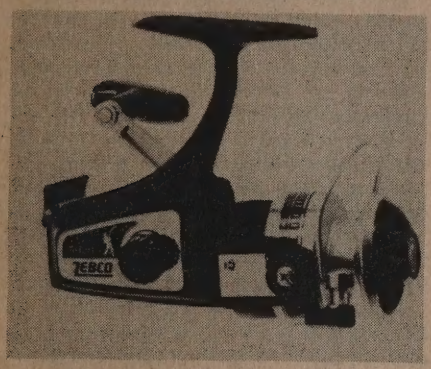
Custom X Quick Fire—spinning reels; the Quick Fire bail triggers combine with new graphite composite spools, rear calibrated frags, a free spare spool, and a long list of other performance features to provide fishermen with a spinning reel series that will lead the way into the 1990s.

These new products, coupled with Shimano's pioneers of the past including, MLX Quick Fire spinning reels, Triton offshore reels, ultra

sensitive Bantam Boron Rods, and more are featured with detailed descriptions, color photographs, and complete specifications in their 24 page, 1983 Fishing Tackle Catalog.

Shimano...where "Tomorrow's tackle...today!" is not just a slogan but a description of company character established through years of successfully introducing the most advanced technology and materials available into the tackle industry.

For more information, write to: Shimano American Corp., 205 Jefferson Rd., Parsippany, NJ 07054.



NEW ZEBCO 5020 GOOD CHOICE FOR ALL AROUND SPIN FISHING

Top choice for an eight lb. class skirted spinning reel is Zebco's new 5020, the middleweight in Zebco's new 5000 series. The 5020 holds 220 yds. of 8# test mono, and features a smooth internal trip with manual override. The 5020 also sports an easy to reach selective anti-reverse, and a convenient right-left interchangeable handle that folds for storage or travel.

For additional information on the Zebco 5020 reel as well as the entire Zebco tackle line-up for 1983, contact Bing McClellan, Zebco Div. Brunswick Corp., Box 270, Tulsa, OK 74101.

DAIWA ADDS NINE NEW MAGFORCE REELS TO LINE

Acceptance of the Magforce anti-backlash control has been so universal that Daiwa Corporation will add nine new freshwater and saltwater reels equipped with the device for the 1982-83 season, it was announced at the 1982 AFTMA Show in Las Vegas, Nevada.

Three of the new Magforce reels will be found in the Sealine Magforce Series of ocean casting, jigging and trolling reels.

Magforce is a magnetic device that makes it next to impossible to backlash a revolving spool casting reel, when the device is properly adjusted to the user's skill level, lure weight and wind conditions. The Daiwa magnetic anti-backlash system controls spool rotational speed more effectively than was ever possible with frictional systems, such as those employing centrifugal braking collars and moderate spool-tensioning.

Magforce works sort of like the bike light that gets brighter as you pedal more rapidly. In a Magforce-equipped reel, the faster the spool turns, and the higher the adjustment dial setting, the more backlash-taming magnetic resistance is created.

In the Procaster Magforce Series level wind reels, new models include the PMF-7, a true ultralight baitcasting reel that will accommodate monofilament lines as light as four pound test; and models PMF-53H and PMF-55H, heavy duty freshwater and light saltwater level winds that will be ideal for muskie, freshwater striper and light saltwater angling.

Light baitcasting bass model PMF-1000 remains in the new lineup. A new model, the PMF-15, replaces last year's wide spool model PMF-1500. It is ideal for lines up to 17 pound test, and has achieved considerable popularity with steelhead fishermen and light saltwater baitcasters.

The PMF-7 ultralight baitcasting reel has a 4.7 to 1 retrieve ratio and handles 160 yards of six pound test monofilament line. It is ideal in size for tossing four inch plastic worm rigs and 1/8 to 1/4 oz. spinnerbaits and crankbaits on light test lines.

Model PMF-53H holds 240 yds. of 12 lb. test mono. It has a high speed 5.1 to 1 retrieve ratio and features a selective anti-reverse switch that permits direct-drive use.

The larger model PMF-55H accommodates 280 yds. of 14 lb. test line, has a selective anti-reverse switch, and a 5.1 to 1 retrieve ratio. Both larger Magforce models have counterbalanced handles and stainless steel

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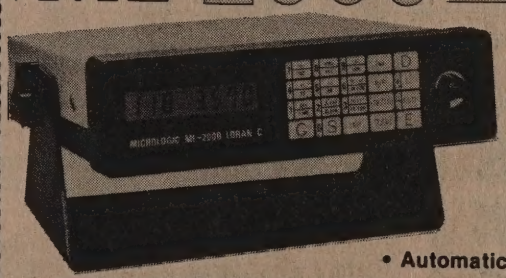

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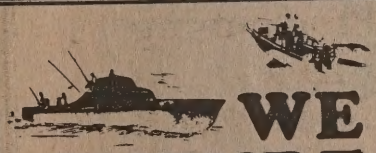

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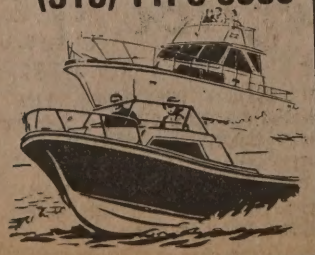


ball-bearing drive. They also are built on strong, torgue-resistant one-piece die-cast aluminum frames that are anodized to resist saltwater corrosion.

Two additional reels enter the Procaster Magforce Series. These are the PMF-10S and PMF-15S, nearly identical in size to the PMF-1000 and PMF-15. They are equipped with graphite composite bushings, instead of stainless steel ball bearings. The bushings reduce the price of these models enough to benefit budget-minded born-again baitcasters.

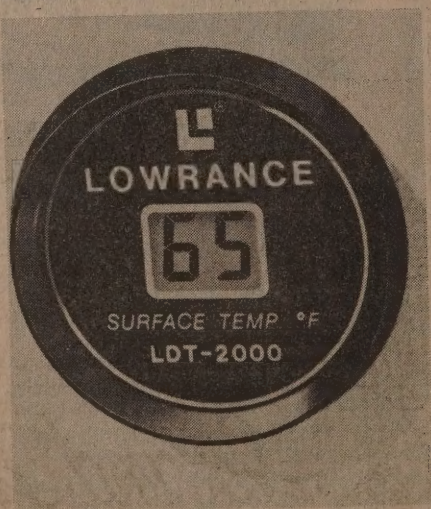
Surf fishermen and ocean live bait and lure casters now also will be able to enjoy the backlash-free casting of Magforce with three new reels in the Sealine Magforce Series. These are the Sealine Magforce models SMF170 SMF170H and SMF250.

The SMF170 has a powerful 3.8 to 1 gear ratio and accommodates 300 yds. of 20 lb. test mono. The very high speed model SMF170H recovers line at a blistering 5.1 to 1 ratio with the same line capacity as the SMF170. The larger SMF250 revs up a fast 4.2 to 1 retrieve speed and holds 320 yds of 30 lb. test mono.

All three Sealine Magforce reels have stainless steel ball bearings, one-pieces anodized die-cast aluminum frames, counter-balanced handles and smooth running drags.

Special rods for the new Sealine Magforce reels have been added to the Sealine Tournament, Surf Tournament, and Apollo series of Daiwa rods. The Sealine Tournament and Surf Tournament series both are custom-grade rods made with Daiwa's special process of graphite-composite construction and custom diamond wrapped and finished.

For further information, write Dept. PK-82, Daiwa Corporation, 14011 S. Normandie Avenue, Gardena, CA 90249.



LOWRANCE OFFERS NEW SURFACE TEMPERATURE GAUGE

Most anglers know that water temperature plays a vital role in finding and catching many species of fish.

It has an influence on fish when they spawn, feed, or simply suspend or loaf between feeding periods.

Some have a wider temperature tolerance than others, it's true, but each has a certain range within which it tries to stay.

Knowledge of water temperature fish prefer, and in which they generall remain, can aid greatly in the angler's success.

The good folks at Lowrance Electronics, Inc., Tulsa, OK, have recently introduced a new device to aid the temperature conscious fisherman.

It's the LDT-2000 Surface Temperature Gauge.

The new digital unit will keep the angler reliably informed of water temperature at all times. It utilizes a liquid crystal display (LCD) for easy reading in bright sunlight, and a backlight for night use. Simple to install, the unit is made for dash mounting, requiring only a 2½ inch diameter hole. A single "U" bracket holds it in place.

Minimum current draw from the boat's 12 volt DC systems ensures hours of use, even with the engine off.

The unit's electronics are housed in a high quality ABS plastic case, shock and weather resistant, and designed for years of hard use.

From Lowrance Electronics, Inc., the world's largest maker of sport fishing sonar equipment. For more information contact the Public Relations Department, Lowrance Electronics, Inc., 12000 E. Skelly Drive, Tulsa, OK 74128.

EAGLE ADDS NEW UNITS AND PORTABLES TO SONAR LINE

Two new gimbal mount and four portable units have been added to the Eagle Electronics flasher sonar line for 1983. Eagle Electronics is a Division of Lowrance Electronics, Inc. of Tulsa, OK.

The two new gimbal units are the Silent 101 and Silen 102, joining the Silent Sixty 1, Silent Sixty 2 and Silent Six-Sixty, introduced just last spring.

Four of the five permanent or gimbal mount models are being offered as portable units this year also, the company has announced.

The two new gimbal units are lower cost units than the first-year models and feature a 0 to 100 foot scale and fixed suppression. They have 200 wats of power, high-speed readings, one-year full warranty, and backlighted dials for night reading, corrosion proof connectors, and more. The new Silent 102 also features an audible alarm.

The new portables do all the things the gimbal models will do, and come in handy folding carrying cases which have compartments for batteries and transducers.

The new Eagle line is completely waterproof. They won't leak and trap moisture inside like some so-called "waterproof" units, company officials stated.

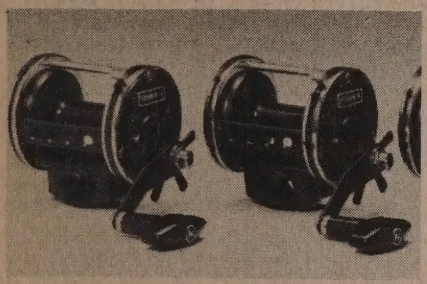
No amount of spray, rain, or even total submersion under water, will clip the Eagle's wings. It is the only unit on the market filled with dry

nitrogen and sealed like a fine rifle scope.

All gimbal Eagles are packaged with the XD-1 transducer, for transom mounting or through hull shooting. The portables come equipped with a suction-cup transducer, called the XD-4 for mounting on transom or side of boat(fiberglass, metal, plastic) or canoe, two-man bass boats or dinghy.

The portable units are also popular in the North country for ice fishing, capable of shooting through ice to find fish, structure, brush piles, contours and dropoffs.

Need more information? Contact the Public Relations Department, Eagle Electronics, Inc., P.O. Box 669, Catoosa, OK 74015.



NEWELL P300 SERIES J & T REELS

Carl Newell has stepped beyond the tackle industry's normal definition of dependability by providing the fisherman with a substantially stronger, more precise fishing reel. Weighing 20 percent less than similar class reels, both the J and T models, have been beefed up with an added support post. It is virtually impossible for these Newell Reels to become misaligned even under heavy fish fighting pressure.

The P300 T models are designed for trolling with a 4 to 1 retrieve and a long power crank for more leverage. The P300 J models are ideal for the jig fisherman with a fast 5 to 1 retrieve and a long crank for arm weary jig fishing. Both of these reels are star performers while offshore, deep trolling, or jigging.

Fish with the confidence of unmatched strength and design superiority...fish with Newell's J & T 300 Series Reels. For more information write: Carl W. Newell, 940 Allen Ave., Glendale, CA 91201.

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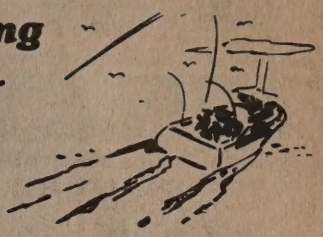

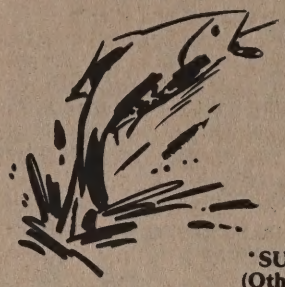

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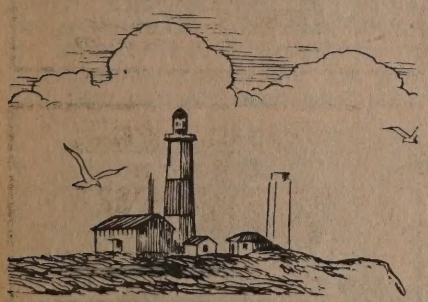
East End Report

by Stu Miller

MONTAUK

According to Capt. Paul Forsberg of the **Viking Fleet** the codfishing continues at a good to very good pace, as evidenced by the catch on Sunday by Doc Sheppard of Manhasset with 17 cod. Cod are generally running 6 to 12 lbs. on clam. Paul said Saturdays catches were even better than Sunday's with a lot of 5-8 lb. blackfish mixed in. Cartwright seems to be the hotspot right now and pool fish are in the 15 to 20 lb. range.

Captain Richie Rade of the **Marlin Fleet** advised that his fares aboard the **Marlin IV** are catching 7 to 8 lb. fish averaging 8 to 10 fish per man with a few lunkers mixed in. He's fishing Block Island and Cartwright Grounds, some 7 to 8 lb. blackfish and some small pollock are also being caught. Please note the Marlin Fleet ad for revision of sailing schedule for the winter.



South Shore Report

by Fred Golofaro

This winter's trend of abnormally mild weather continues to produce suprises on the South Shore fishing front.

A call from Steve at **L&M Marine Fishing Station** in **East Moriches** last week revealed the most recent bit of unexpected fishing news. Indeed, Steve's report would have raised eyebrows in April, let alone in January. It seems a group of NYC anglers made their way down to buoy 7A in the Quogue Canal weekend before last and returned laden down with big flounder. Steve fixed the tally for the day at 400 flatties. Not one to pass up a chance to stock his own freezer, Steve made a bee-line to the spot the

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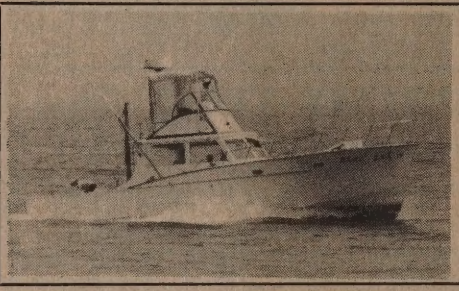

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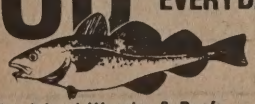

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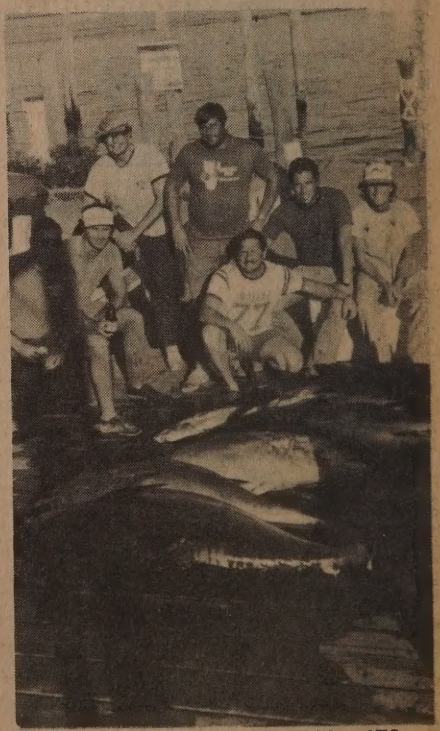
following day and to prove the catch was no fluke, put away 125 filleting size fish.

If the flounder fishing came as a surprise to some, so should the number of big blackfish being taken along with cod on the ocean wrecks. Some of the tautog have been huge. Captain Charlie Kennedy of the **Captree** open boat, **Capt. Joseph II,** reported a 12.10 lb. bulldog for Dave Brown of East Islip on Saturday's trip. The cod also cooperated that day with the skipper describing the action as "real good." While most fish are still in the 5-12 lb. range, Charlie figured that about 25% of Saturday's catch fell into the 15 to 20 lb. range. Wrecks produced most of the fish. Sunday was a different story with both wrecks and open bottom producing poor results.

Captain Speedy Hubert of the **Speedy Fleet** had his dose of luck reversed on the weekend. Most anglers found Saturday's action only fair while Sunday's efforts amounted to a good score. The **Speedy VI** and **Speedy VII** have been dividing their time between wrecks and open bottom where most fish are 7-12 lbs. Speedy did report a few fish in the 40 lb. class taken during the week.

Those looking for a break from the doldrums and preferring their action closer to home would do well to remember that the Nissequogue, Connetquot, and Carmen's Rivers provide year-round opportunities for sea run trout. Of more interest to many are the scrappy white perch which have been plentiful over the



Three big-eye tuna, 300, 179 and 157 lbs., along with some yellowfins and true albacore were taken by members of the Fehn party during a July trip aboard the Montauk charter boat, "Blue Fin IV."

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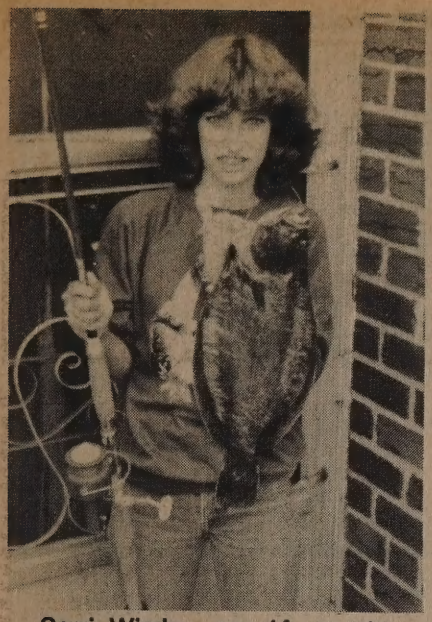

Carri Wieder, age 14, caught this pool winning fluke on her first ever fishing trip. She was aboard the Captree open boat, "Captain Joseph II" at the time.

past couple of weeks, according to several reports. While the perch fishing is usually reserved for March and April, the mild weather again seems to have intervened in the normal scheme of things.

Western South Shore Report

by Stu Miller

WEST END BAYS & INLETS

The **Freeport** codfishing boats continue to do a very decent job on bacala. The **Starstream II** on every trip out has been getting anywhere from 50 to 100 cod per trip and not far from the dock, either. Sunday's best action was just a little over one hour's sailing time from the dock, which translates to pretty close in. Sunday's pool winner was Cerro de Loungo of Jamaica, NY with a 32 lb. cod. Tom Psizicki of Cranford, NJ bagged a 27 lb. pollock. Biggest fish of the week was a 38 lb. cod, but most fish have been schoolies. Fishing continues to be very consistent and the skipper is doing mostly spot fishing.

Aboard the **Capt. Al** this week, the body count was over 150 cod for 30 men on Saturday, with lots of big fish. Mike Fogal, Woodhaven scored with a 55 lb. pool fish, while John Esposito

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of Staten Island decked a 50 lber. Sid Goldstein, who works at Merrick Tackle in Bellmore hoisted a 48 lb., cod. On Sunday's trip, Dr. Carmine Mandenano of Howard Beach took high hook honors with 8 cod to 45 lbs. Westbury regular Roosevelt Rogers was happy with a 36 lber. while Bob Bertha of Rosedale, Queens bagged up with 7 cod up to 35 lbs. Another heavy hitter was Angelo Salvatore with 6 cod to 28 lbs. Al's spot fishing, mainly on wrecks.

EDITORIAL: NEW LOOK FOR THE 80'S

(Continued from page 2.)

better reading and eliminated the repetition and lack of continuity which presided over our previous style of one redundant paragraph after another.

We've made these changes over a gradual period of time because while change is both good and necessary, we chose not to risk giving any of our long-time readers a sudden case of "culture shock." We will continue to make subtle changes in the future wherever we feel there is room for improvement. So you see, it's still the same old us, just trying to bring our family of readers a quality product.

Fred Golofaro

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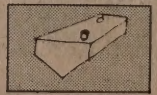

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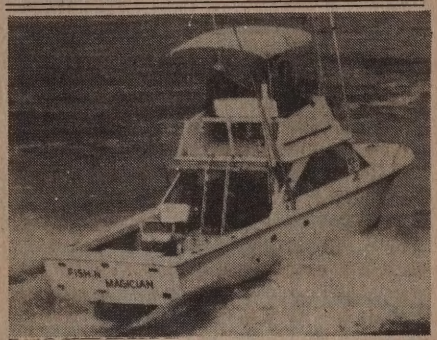

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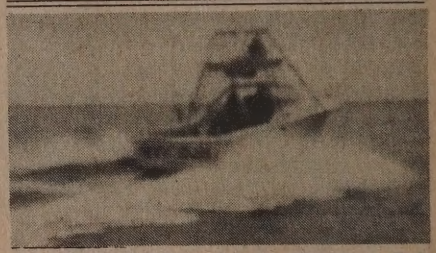
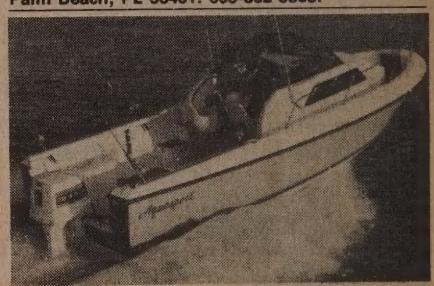


27' CONCORDE Fiberglass Sportfisherman. Twin 82-350 Chevy FWC. Tower; fully equipped offshore fishing. Complete elec. Many extras. Asking $22,000. 516-825-2222.

SUZUKI oil injected outboards. Sales service warranty. 2 hp-140 hp. Dependable power. 17 years of outboard service to the South Shore of eastewrn Long Island. DON'S YACHT YARD, Mastic Beach, 516-399-3330.

50' '65 Norseman SF T-DSL, $75,000; 43' '78 Rybo SF T-DSL, $670,000; 43' '73 Egg SF T-DSL, $56,000; 43' '63 Pace SF, $18,000; 42' '70 Pace MY DSL, $33,000; 34' '69 Hatt. SF, $29,000; 26' '74 Formula, $13,500; 24' '77 Aquasport, $9500. LUNT YACHT SALES, INC., 201 North Flagler Dr., West Palm Beach, FL 33401. 305-832-5868.



AQUASPORT 17'-28'. Exclusive L.I. Dealers. STRONG'S MARINELANE, Rt. 25, Mattituck; 516-298-4040. LONG BEACH MARINELAND, Long Beach, 516-889-5000.

26' MAKO. Pipewelders tower. Turbo-charged Mercruisers 470. Radar, Loran, Murray chair. Economical & fast. 728-4220 Days. Tom.

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Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

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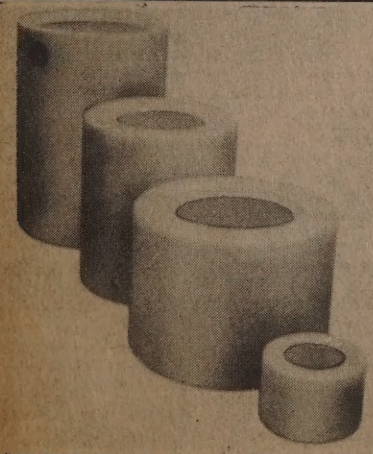
FISHING TACKLE



LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Ave., Dept. E, Central Islip, New York 11722; 516-234-0144.

10' Tonkin Cane Surf Rod. Reusable tip & guides. Teak wood handle. Mid-1940s. Can be fished; or collector's. $80. 516-741-5281.

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MISCELLANEOUS

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Fantastic Florida Keys fishing. Duck Key Condo. Sleeps 4; fully furnished. Reasonable. 516-589-7005.

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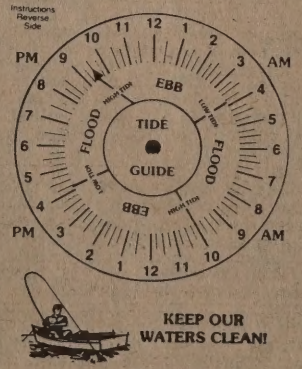

A simple waterproof, pocket-size Tide Calculator. Use it anywhere along the East Coast. Rotate the dial to get your own 25-hour local tide schedule. Satisfaction guaranteed. $2.49 plus NY State sales tax & $.50 P/H. Total $3.17. Send check or money order to: TIDE GUIDE, P.O. Box 278, Brightwaters, NY 11718.

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CASIO WATERSPORT WATCHES
People who take to the water will surely take to these digitals, on the deck of a boat or below the waves. The new Model W-24, pictured, is water resistant to 50 meters/150' below the water. Features incl: stopwatch, hourly/half hourly time signals, daily alarm, countdown timer w/repeat, calendar, micro-light for night-viewing, 5-Yr. Lithium batt. Now only $22.95. Model W-300 watersport incls. all the features of the W-24 & is good to a depth of 100 meters, comes with a 7-Yr. Lithium batt. Now only $29.95. New Model TS-1000 watersport thermometer watch. Features incl. depth to 100 meters, thermometer with C°/F° scale, thermo-alarm, daily alarm, hourly time signal, stopwatch, world time, 12/24 hr. format, micro-light. Now only $39.95. Model LW601C Ladies 50 meter watersport, features incl. daily alarm, hourly time signal, countdown alarm, calendar. Now only $30.95. Model LW-5 50 meter ladies watersport, features hour, minute, month, date, seconds display. 7-Yr. Lithium batt. Now only $14.50. Add $2.50 UPS & hdl. for ea. watch ordered. All watches come with 1-Yr. warranty from Casio. Send check or M.O. to: INTER-AMERICA TRADING CORP., 16 W. 22nd St., Suite 200A, Dept. LF-1, New York, NY 10010.

Do greenflies & blackflies bug you & bite you & make an otherwise good fishing trip a nightmare? My new, patented fly killing "Stun Gun" lets you shoot them when they land or when in the air. No harmful sprays/chemicals. Gun is silent, small & light. Stows anywhere. Plus, you'll never run out of ammo! Fun, too. Sharpens your eye & reflexes. Send $9.95 to P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

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